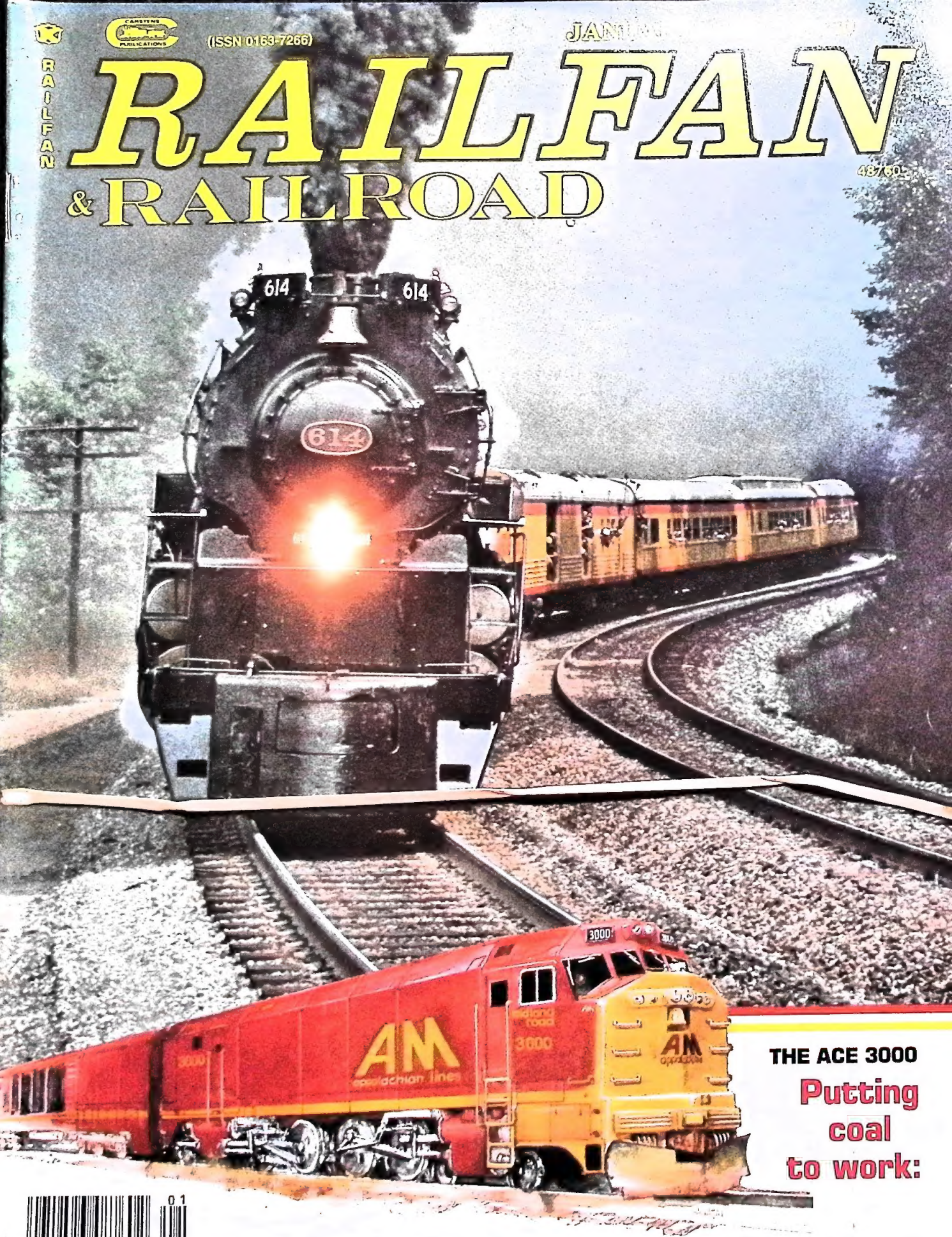
(ISSN 0163-7266)

RAILFAN & RAILROAD



THE ACE 3000

Putting coal to work:

Tomorrow's steam locomotive!

KODACHROME: CHARLES BUCCOLA

KENTUCKY RAILWAY MUSEUM'S L&N E6m 770 was restored to its original L&N blue and cream for display at South Louisville for the 75th Anniversary of the L&N Shops on August 2. Also on display were Clinchfield 4-6-0 No. 1, KRM's Monon BL2 32 and Family Lines U23B 2803 with anniversary lettering.

Railnews

KODACHROME: MICHAEL HOFF

THE CLASSIC GREAT NORTHERN green and orange scheme has been applied to Escanaba & Lake Superior's Baldwin DS4-4-6 101, shown at Wells, Michigan (right), on August 25, 1980. The E&LS has added other units to its "original" four Baldwin switchers to operate ex-Milwaukee trackage.

KODACHROME: GARLAND McKEE

KODACHROME: GREG ROACH

THE INDIANA & OHIO is operating about 17 miles of ex-NYC trackage between Valley Junction, Ohio, and Brookville, Ind., with this brilliantly colored Baldwin DS4-4-1000 No. 91. Shown at Brookville on April 14, 1980, the unit is former WofA 630.

VIA RAIL has applied this experimental paint scheme to FP9A 6532 and some coaches, apparently trying to find a scheme to work with stainless steel equipment. It's shown at Hamilton, Ont., on August 9, 1980. Our opinion: It's awful.

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From the Publisher's desk: The new Susquehanna

In May 1980, U.S. Judge Lawrence A. Whipple ordered the transfer of the New York, Susquehanna & Western Railroad to the Delaware Otsego Corporation of Cooperstown, New York. Delaware Otsego is the parent of five short line railroads operating in New York and Pennsylvania, spun off from larger roads who could no longer operate them profitably.

The Susquehanna had been in declining health for years, following the loss of such major industries as Ford, Archer Daniels Midland Co. and others. Once-lucrative coal traffic from Pennsylvania had dried up as cheap oil was hailed as the modern panacea for heating and power. The 1961 abandonment of the Lehigh & New England trackage in New Jersey and a track washout at Smoke Rise in 1971 was followed by the Susquehanna's cutback to its present western terminus at Butler.

Heading up Delaware Otsego is 35-year-old Walter Rich. With the transfer, Rich had to face the problems of job protection for veteran union men, trackage which had received only minimal maintenance for years, signaling systems requiring maintenance and upgrading, weed and brush control, rebuilding of grade crossings to new federal and state standards, and rebuilding of old bridges. At the same time, the economy slowed and the Susquehanna's new fleet of 50 ft. Mexican-built boxcars were largely unused and stored at Little Ferry.

Besides rehabiljtation came the problem of $5 million in secured creditor's loans and a complete survey of the railroad. There will probably be elimination of some remaining double track. DO people, working with NYS&W trustee Walter Scott, turned their attention to other available sources of funding for the rehabilitation. A book outlining all aspects of rehabilitation including the possible reopening of the railroad from Butler to Sparta Jct., and a connection with the former Lehigh & Hudson River (Conrail) showed an estimated cost of $7 million but not all of the money needed to be raised at one time.

In reviewing the Susquehanna Rail*way*'s future, Congressman Robert Roe (D-NJ), a former state commissioner of economic development, envisioned the Susquehanna as a linear industrial corridor which should be developed along its entire length with industrial parks. Representative Roe also noted that the NYS&W has a tremendous potential for speedy handling of commuters in an area which is known for highway traffic delays. Walter Rich and the DO believe that the future of the Susquehanna lies in development of the linear industrial corridor concept.

On September 24, 1980, the Susquehanna ran its first official inspection trip, primarily for the benefit of Department of Transportation officials: GP18 No. 1800, a Delaware Otsego 50 ft. boxcar holding a diesel power generator, an ex-Erie Lackawanna heavyweight business car and a fluted dome observation (ex-Amtrak 9300, originally CB&Q *SilverView*). The trip covered the Edgewater industrial area, North Bergen and a run to Butler, present end of operations. We envisage a new dynamic railroad benefitting a tremendous growth area in northern New Jersey for the creation of new industry and jobs. Certainly the Susquehanna of tomorrow will be a far cry from the weed-grown railroad of today and the nostalgic carrier of several yesteryears, all of which were railfan favorites.

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cover

Ross E. Rowland, Jr., brought us two steam locomotives in September 1980. Representing the finest of steam's first generation is C&O J-3a Greenbrier 614, photographed by Jim Boyd storming up B&O's 17-Mile Grade out of Cumberland, Md., on September 20, 1980. The story of the 614 begins on page 37 and continues on page 44.
Representing steam's second generation is the ACE 3000, a coal-burning locomotive for tomorrow designed by Rowland's American Coal Enterprises The ACE 3000, whose story begins on page 30, was drawn for this cover by artist Hal Kattau and wears the Appalachian Lines color scheme of Tony Koester's Alleghany Midland, an HO gauge model railroad.

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Fanmail

NKP 765

We were at East Peoria for four days last May. Your delightful feature on NKP 765 is no exaggeration. Beginning on May 1 out of Bellevue I was with the 765 much of the time right through to the NRHS move from Lima to Muncie. Both your magazine and the Fort Wayne crew deserve much praise.

JOHN W. KELLER
Lima, Ohio

It was very interesting reading about and seeing the pictures of the NKP 765 on the TP&W in the September issue. Having had an opportunity to be part of the nostalgia by riding the train from Watseka to Effner and back, all I can say is "Wow!" Smoke, cinders, steam and everything else that goes with that earlier era was there. And in response to Jim Boyd's comment on the equipment: yes, it was very poor, but my three-year-old son, a railbug already, was really captivated by the fact that the only working toilet opened up onto a speeding track under the train. Thinking back to my own first experience with a rail restroom, I can only conclude that it's "like father, like son" when it comes to railroading.

JAMES SHERMAN
Watseka, Ill.

I am steamed! I mean, what did you try to accomplish with that September 1980 issue? The mailman dropped the magazine off . . . I opened the bag . . . leafed through the—nope—*look* at that inside cover (*must* study this)! We can catch the letters later . . . better scan RAILNEWS and TRANSIT TOPICS and . . . holy cow! Page 26! And 27! And 28 and 29! *Auggh!* And 30 . . . and 36 . . . and 44 . . . What am I going to do now? I just *read* the whole issue, cover to cover! And now I have to wait *two months* for the next issue??

That story on 765 defies words. A *perfect* example of a story in pictures. I'm impressed. I doubt if you'll ever top that September issue . . . but you can try!

JOE LOUX
Exeter, Pa.

I'm a subscriber to RAILFAN & RAILROAD and really enjoyed the magazine, but lately it's been trying my patience. First RAILFAN merged with *Railroad*—that was like Burlington Northern merging with the Rock Island. I like looking at good railroad photographs, but not from the same person in every issue and nearly every article.

Now, to top it off, a cover photo which is 75% dark, nearly black and shot from the wrong side—and that picture was submitted and approved by the author of CAMERA CAR and the editor of the magazine. I'm sure you must have sat on many other much better quality photos from hopeful contributors.

No apologies desired. The damage is done.

JERRY PYFER
Loves Park, Ill.

⊂ *If you're going to complain, be observant. Note that* both *sides were dark at that point, because the sun was almost perfectly down the front, and there is light on the near side—note the sides of the smokebox and the front tops of the boxcar doors. But I'm nit-picking here worse than you are. First, because my cover deadline was so close to the time of my return from Peoria, there were no other contributed photos in the office at the cover deadline. One came in a week later that I would have probably used instead, but it was too late. Note that I made extensive use of contributed photos in the article, which had a two-week later deadline. The selection of the cover photo was made on the basis of three factors: it had to show the freight train on the road, it had to have smoke and it had to be dramatically different from the perfectly low-lighted action shot that was used on the January 1980 cover. The only other photos I had available that were what you would consider "better" lighted did not have enough "sky" to permit imprinting our logo. I personally like the strong, dramatic lighting, but would not have run it if I hadn't already run the "roster shot" last January*—J.B.

765 at night

I was one of the several fans on hand at Gilman when the 765 stopped to take water with the freight train (September 1980, page 30). I want to thank Jim Boyd for his spontaneous group night photo session where he quickly organized the line, gave exposure instructions and then provided the flashbulb lighting. I got my shots back and was really blown away; the shots were worth the whole week spent on the line, as far as I'm concerned. I've been a lover of night photos ever

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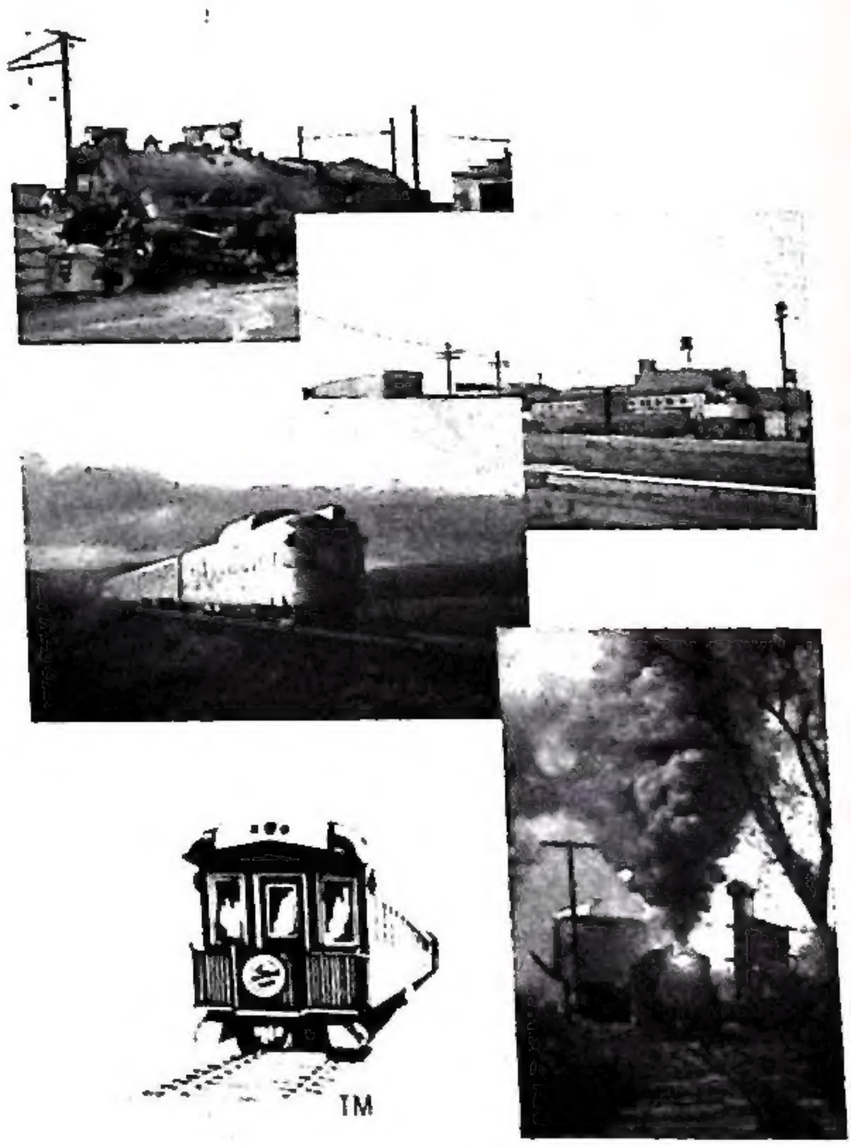

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since a copy of O. Winston Link's *Night Trick* was given to me as a kid by the N&W operator in Batavia, many years ago. I was also in on the group night session Friday night, but it's the Gilman shot that will be a 16" x 20" hanging in my new house before long.

GREG SCHOLL
Batavia, Ohio

Ashley

Jim Shaughnessy's photo on page 47 of the September issue of the crew on the cab of ICRR 2702 really captured my heart. It's the essence of steam railroading. The conductor and engineer talking the moves over and the brakeman on the steps: it's just absolutely a classic scene. The entire article about Ashley is a fine one. The various scenes capture the spirit of 1950s railroading.

While pictures of "plain" engines are good and have their place, I always enjoy seeing switching moves with people present. This adds life to the picture, and I can hear the engine chugging easily down the track and imagine the crew's talk in the aforementioned picture. Never having seen any steam engines in regular service (I was born in '58), I'm always thrilled to see action shots and operating engines when I can. My compliments again to Mr. Shaughnessy.

PAUL MASTERS
Jonesboro, Tenn.

Preserving preserved steam

I am sorry to report that ex-UP 0-6-0 4453, long stored derelict at the Monolith Portland Cement Plant near Laramie, Wyoming, has been scrapped. Perhaps now is a good time for fans to check into the ownership of any such locomotives in their area and attempt to save them before they, too, meet the torch. There are still those AT&SF 2-8-0s at Madrid, N.M., that B&M 0-6-0 in the West Chelmsford, Mass., quarry, and many others, including some once thought to be saved, that are now derelict. Restoration by dedicated fans for static display is not horridly expensive, and even missing parts can be duplicated with wood (rods, for instance). Movement is usually the largest cost, and sometimes military reserve units can be called upon to aid with this if it is considered a civic project.

In the past ten years we've lost a CB&Q 4-8-4, an NKP 2-8-2, a C&O 2-8-2, one of the last three standard gauge D&RGW steamers and others. I would appreciate hearing from anyone who has knowledge of the possibility of placing such locomotives under some sort of federal or state preservation acts to prevent their being destroyed.

BOB [illegible]
Windway [illegible]
Fairfax, Vt. [illegible]4

Rock C415s

There is an inaccuracy in a statement made in the September issue of R&R. On page 22, a sentence reads, "There seems to be a strange silence about the ten Alco C415s that are also owned by UP". Although all ten of the C415s (415-424) were delivered at the same time, five (415-419) actually belong to the Rock, while the other five (420-424) belong to the UP. As delivered, the UP group had L-shaped windshields, while the Rock's group had the conventional two-piece windshield. There are other subtle differences between the units that are too small to mention. This may seem like a small point, but it could be helpful if the two groups go their own separate ways in the Rock's liquidation.

EDWARD S. IRONS
Flossmoor, Ill.

CP-B&M passenger trains

I very much enjoyed Scott Hartley's fine article "CP Rail in Vermont", as I have previous articles on CV steam and the StJ&LC. Being a transplanted New Englander, I like reading these vignettes of railroading in a region which was familiar to me three decades ago.

I should like to point out one slight inaccuracy (page 51) in Mr. Hartley's account. The *Alouette,* the day express from Boston to Montreal, did indeed run over the Concord-Woodsville, N.H., line until the abandonment of the Plymouth-North Haverhill (Blackmount) stretch in 1954. However, the night express, the *Red Wing-New Englander,* ran via White River Junction over the former Northern Railroad. At White River Junction, some of its consist went on to Montreal over the CV with the *Montrealer,* but most of it went via Wells River and CP.

Before World War I and into the late 1920s or early 1930s there was a Boston-Montreal night express via the White Mountain line. However, there seems to have been an in-

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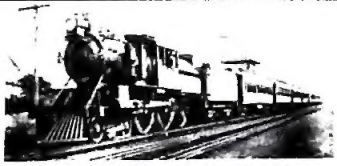

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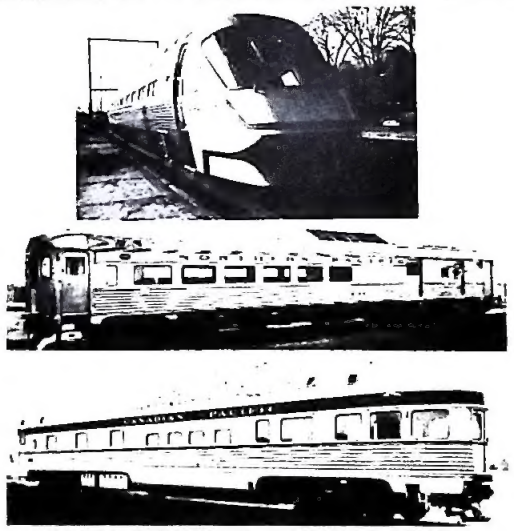

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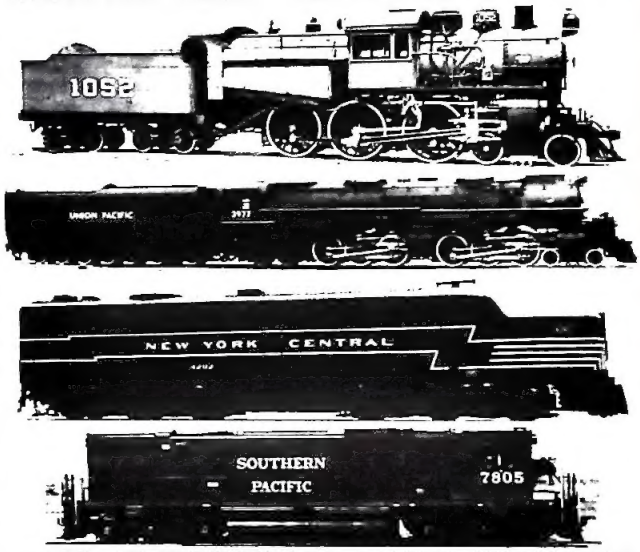

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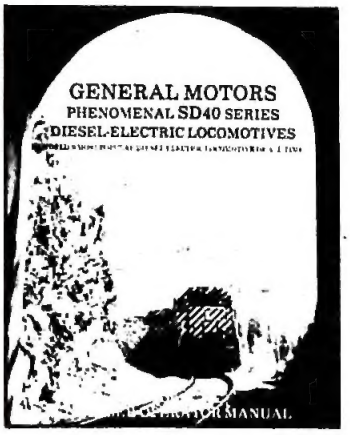

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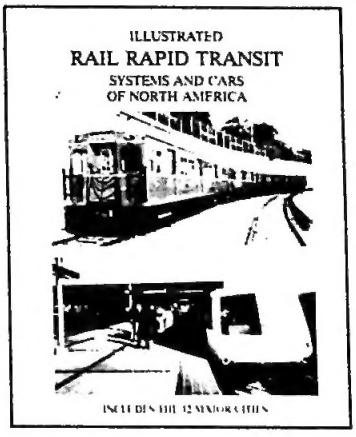

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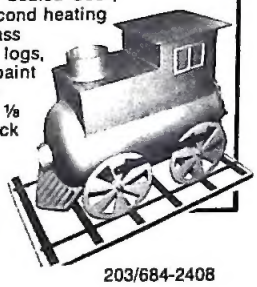

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creasing tendency on the part of the B&M "brass" to favor the route via White River Junction, perhaps because of easier gradients and/or more on-line traffic.

I understand that now even the Concord-White River Junction line is no longer in use, even though the rails are still in place. It is to be hoped that the B&M will someday refurbish it and that Amtrak will add a Boston section to the *Montrealer*, just as it was back in my time.

RICHARD M. HAYWOOD
West Lafayette, Ind.

The Cuyahoga Valley Line

After reading about The Cuyahoga Valley Line (July '80 R&R) we paid a delightful weekend visit to the line. It is indeed operating this year—what a tragedy if it were not! A scouting trip on Saturday revealed that the best chasing and picture-taking opportunities are on the north half of the line (try the Hillside Road crossing and the Pleasant Valley and Chippewa Road overpasses). On Sunday we took photos as far south as Ira Crossing, rode the train to Akron and back to Ira, and took more pictures as 4070 made its way back to Independence. Ronald Johnston's article and the accompanying map proved very helpful.

One slight correction: Only strangers try to pronounce all four syllables of "Cuyahoga." The natives say "Ca-*hog*-a."

ROBERT D. GILLETTE, M.D.
Perrysburg, OH 43551

Where credit is due

I recently received a letter from Mr. Ray F. Corley of the Toronto Transit Commission. Apparently Mr. Corley was the original source of the roster data, information on serial numbers and specifications on the 20 "Little Joes" published in the June 1967 (Vol. 29:6) issue of the *ERA Headlights* which I cited as my source for information on the locomotives' origins in my articles on the South Shore 800s in the July and September 1980 issues of R&R. Corley had worked for Canadian General Electric and from 1947-'49 was assigned to GE's Erie plant for training purposes. In that period he not only worked on these locomotives but also compiled an extensive dossier of their complete history. Since he was an employee of GE he was unable to publish this data himself but graciously contributed the material that was used in that ERA article. Through some quirk of fate, Corley was never properly credited for his significant contribution (nor was an author even cited for that article), hence it was not possible for me to give credit to the original source before this time.

I am writing to correct this situation and to express my belated but sincere appreciation to Mr. Corley for not only gathering and recording this important information but also for his generosity in sharing it with the railfan community in general.

DONALD R. KAPLAN
Berkeley, Cal.

New Orleans trolleys

I question that RAILFAN & RAILROAD acted responsibly in printing a supposition by an individual that "the end may be in sight" for the St. Charles streetcar line, without making any effort to check the facts with New Orleans Public Service, which operates the line (TRANSIT TOPICS, July 1980). We have no plans to discontinue operation of the St. Charles line, and our maintenance division is not having any problems of the nature described in your columns. That simple fact could have been ascertained by a telephone call to the Company.

I think Public Service has a demonstrated track record of cooperation with transit hobbyists. I would expect similar consideration for the Company from transit hobby publications.

DONALD F. SCHULTZ
Vice President,
Corporate Communications
New Orleans Public Service, Inc.

⇐ *We are both happy that the news was wrong and sorry that we made the mistake. We make every effort to check out our news items, but occasionally one like this will slip by. In an early issue we will have an extensive article by Dr. Don Kaplan on the New Orleans line*—J.B.

Another steam book

Regarding your review of the book *The Great Steam Trek* in the September issue of R&R: I obtained this book from a British source over a year ago and was so impressed with it that I intended to write to you about

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it, with your interest in rail photography in mind. There is another exceptional rail photo book which may interest you. It's called *Smoke Gets In Your Lens* and was published in 1978 in South Africa. Author-publishers are Gunter Haslbeck, Heydenreichstrasse 3, Regensburg, W. Germany; and David Wardale, Nassau Bldg., Plein St., Pretoria, RSA. The book consists of about 85 color photos (with English and German captions) taken during the 1970s in S. Africa, Europe and South America. All of the pictures are good to excellent, and many of them are outstanding, of salon quality, and exceptionally imaginative and creative.

RON SALTERS
Weymouth, Mass.

Visiting India

I read with interest Mike Eagleson's comments on Indian railfanning in the September 1980 R&R. Having been in India early this year, I would like to offer a couple of other pointers to people planning a steam safari to India.

A must publication (really publications) is Hugh Hughes' *Steam Locomotives in India* of which Volume 2, Meter Gauge; and Volume 3, Broad Gauge; are currently available from The Continental Railway Circle, 25 Woodcock Dell Avenue, Kenton, Harrow, Middlesex, HA3 ONT, England. These books detail what classes of engines are where and how many are there. Volume 1, Narrow Gauge, is currently out of print. Volume 2 is £2.40 and Volume 3 is £2.70.

We found the Indians to be incredibly helpful and friendly people. The shed foremen would often personally escort us around their areas after we showed our photo permits and had the obligatory cup of tea in their offices. On the *Taj Express* from Agra to New Delhi, both another member of the group and myself got cab rides on the WP Pacific, at the invitation of the driver!

On the subject of Indiarailpasses, I would recommend getting an Air Conditioned Class pass ($160 for three weeks was ours) as First Class is like and army dorm and Second Class is bloody awful! A/C Class is on a par with an Amtrak sleeper bedroom or bedroom suite without the private toilets.

MIKE TISDALE
Sacramento, Cal.

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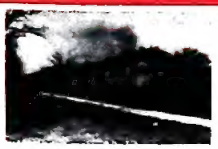

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DEALER TERMS AVAILABLE

Timetable

NOTICE

Listings in this column are published without charge and are run on a space-available basis at editors' discretion. General policy is to run in two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received in Newton by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for Mar. issue.

RAILFAN EVENTS

FISH CAMP, CALIFORNIA, December 20-21: "Santa Claus Specials" on the Yosemite Mt.-Sugar Pine Railroad feature operation of Shay No. 10 in the snow and the arrival of Santa Claus. Further information from the Yosemite Mt.-Sugar Pine R.R., Yosemite Mountain, Fish Camp, CA 93623; 209/683-7273.

FISH CAMP, CALIFORNIA, February 14-16: "Winter Steam in the Sierras". For the railfan, the Yosemite Mt.-Sugar Pine Railroad will feature some unusual winter operations utilizing 3-truck Shay No. 10 on its 4% grades near Yosemite National Park. For further information contact the Yosemite Mt.-Sugar Pine R.R., Yosemite Mountain, Fish Camp, CA 93623; 209/683-7273.

ORBISONIA, PENNSYLVANIA. February 14-15. Repairs to narrow gauge equipment are being carried out to assure full capacity for the annual East Broad Top Winter Railroad Spectacular. Results of repair will determine availability. Detail on this popular steam and traction event can be obtained from S.G. Shook, 160 Andover, Wilkes Barre, PA 18702. Trolley cars on Shade Gap Electric Railway are ready on this scenic Central Pennsylvania line. Advance flyer with application is necessary to determine attendance. Write the above and also ask about membership in Railways to Yesterday, historical non-profit group, leasing space at the East Broad Top Railroad.

RAILROADIANA MEETS

WESTWOOD, MASSACHUSETTS, December 6. The fourth New Haven R.R. Historical Society "Railroad Show" from 10:00 a.m. to 4:00 p.m. at the *new* Parish Hall of St. Margaret Mary's Church, 845 High St., Route 109, Westwood, Mass. Admission is $1 for adults, children under 12 50¢. Railroadiana and model train items for sale and swap plus exhibits and model trains running all day. Dealer space and information, contact: William Wheeler, 119 Fisher St., Westwood, MA 02090; 617/326-6348.

NIAGARA FALLS, NEW YORK, December 6-7. Toy Train Collectors Society Train Show, Sale & Swap Meet at the Niagara Falls Convention Center from 1:00 to 6:30 p.m. on Saturday and 11:00 a.m. to 4:00 p.m. on Sunday. Admission $1 for adults and 50¢ children. Contact: Terry Lemieux, 267 69th St., Niagara Falls, NY 14304; 716/283-0047.

WILLIAMSPORT, PENNSYLVANIA, December 14. Whistle Stop Train Meet at the Hepburnville Fire Hall, 7 miles north of Williamsport off Route 15 on 973 East. 9:00 a.m. to 4:00 p.m. Admission $1.50, under 12 free. Contact: Scott Taggart, RD#3 Box 95, Cogan Station, PA 17728; 717/494-0490.

UTICA, NEW YORK, January 18. Toy Train Collectors Society Train Show, Sale & Swap Meet at Utica Union Station from 11.00 a.m. to 4:30 p.m. Admission $1 for adults and 50¢ children. Contact. Richard Wielgosz, 818 Oswego St., Utica, NY 13502; 315/733-9146.

SPOKANE, WASHINGTON, February 15. Spokane Model Engineers 5th Annual Swap Meet at the Sheraton Hotel in downtown Spokane from 10:00 a.m. to 4:00 p.m. (dealers admitted 8:00 a.m.). General admission of $2 includes 1/2 table selling space (dealers advance set-up $5). Kids under 12 free with adult. Contact: Sheldon E. Kilham, 4208 W. Crown Ave., Spokane, WA 99208.

WILLIAMSPORT, PENNSYLVANIA, March 1. Whistle Stop Train Meet at Hepburnville Fire Hall (7 miles north of Williamsport off Rte. 15 on Rte. 973 East) from 9:00 a.m. to 4:00 p.m. Admission $1.50, kids under 12 free. Contact: Jim Stabley, 208 Beech St., So. Williamsport, PA 17701; 717/323-8883.

FLORISSANT, MISSOURI, April 11, 1981. McDonnell Douglas Railroad Club, Railroad Show & Swap Meet will be held from 9:00 a.m. to 3:00 p.m. at Cross Keys Shopping Center Mall, New Halls Ferry Road and Lindbergh Blvd. Free Admission. To sell, reservations $3.50 per table; at door $4.50 per table. Reservations or information, contact L.E. Sayre, 349 Cherry Hill Drive, Ellisville, MO 63011; 314/227-6569.

INTERNATIONAL TOURS

FAR EAST STEAM, January 24-February 17, 1981. Will visit steam in Indonesia, Phillipines, Sabon, Malaysia, Sri Lanka and South India: main line Mallets, 19th century 2-4-0's, articulateds, steam trams, sugar lines and a chartered 4-6-2. Includes all air travel on scheduled carriers, charter trains, rail and road travel, hotels and breakfast plus expert tour leader. Approx. $3050 from London. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography, Strafford, England.

INDIA January 24-February 8. A leisure tour of trains and sightseeing. Bring the wife or girl friend: Delhi, Simla, Taj Express, Benares, Calcutta, Darjeeling, Bombay, Fatepur, Sikri and Sarnath. All stops have plenty of rail interest. For those who wish rail only, special side trips and roundhouse visits will be arranged. From London $2175, from Delhi $1450 double, add $120 for single supplement. All first class rail, hotels and breakfast. Expert tour leader. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography.

CUBA Tour A, February 28-March 13; Tour B, March 11-23; Tour C combines both, February 28-March 23. We led the way to Cuba and we're still exploring. To date we've found 120 mills with some six locos each—most U.S. built, one in 1863! Join us at the peak of the cane harvest. All hotels and *all* meals incl. drinks. All road travel in A.C. coach with bar and toilet. Prices to be announced. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography.

SOUTH AFRICA, April 10, 1981. South African Steam Safari 2: Join Philadelphia Chapter NRHS for their second spectacular South African trip! We will travel over 3500 miles behind steam on a Railway Society of Southern Africa excursion designed to cover many scenic lines in daylight. Many other features included to give variety and please the railfan. For details, write to: Philadelphia NRHS South African Steam Safari, c/o Glen Roc Travel, 194 Scotch Road, Trenton, NJ 08628

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STOCKHOLM, SWEDEN, June 6-13, 1981. Celebrations of 125 years of Swedish State Railways will include Jubilee Exhibition at Gavle Railway Museum and a Railway Cavalcade in Stockholm (June 13). For information, contact: Mr. Lars Olov Karlsson, SJ Press Service, Fvs-p, SJ, S-105, 50 Stockholm, Sweden, or call 08/762 31 90.

ZIMBABWE July 11-25. Mixed road and rail transport. Bulwayo Gwelo and Victoria Falls main lines. W. Nicholson, Fort Victoria and Selukwe branches almost 100% Garratts. Wankie colliery system plus some 19D & 12. If sufficient steam will visit Mozambique border, Umtali and Malvernia. Includes economy class air, first class rail, twin room & breakfast. Rented cars excl gas. Experienced tour leader. $2050 from London. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography.

SWITZERLAND, August 1-15, 1981. Tramway systems in Zurich, Bern, Basle and Geneva; mountain railways; Luzern transportation museum; main lines with famous tunnels; Glacier Express; and more. After tour option to continue travel on Eurorail Pass. For further information write: Swiss Train Trip, 100 Albertus Avenue, Toronto, Canada, M4R 1J7.

ORGANIZATIONAL NOTICES

ONTARIO & WESTERN RAILWAY HISTORICAL SOCIETY INC., is alive and well, having published ten on-time monthly 16-page issues of the *Observer* during 1979-80. A subscription this year will include a calendar and lots of unpublished O&W material. The Society, an NRHS chapter, also holds monthly meetings, runs bus trips and many other activities. Contact Membership Secretary, Box 713, Middletown, NY 10940.

JACKSONVILLE, FLORIDA. The spring and summer meets of the Jacksonville Live Steamers are now in planning. The events will include live steam of every sort as well as complete railroads in 1" and 1½" scale. Anyone with an interest in steam will be welcome, and memberships to Florida-Georgia-Carolinas steam buffs are open. Contact The Jacksonville Live Steamers, P.O. Box 23611, Jacksonville, FL 32217, for complete club information.

MISSOURI PACIFIC HISTORICAL SOCIETY has been reorganized. Dues are $7.00 per year, which covers the cost of the semi-annual newsletter, *The Eagle*. For application send SSAE to: Missouri Pacific Historical Society, % Gene L. Semon, Rt. 1 Box 152, Quincy, IL 62301.

MILWAUKEE ROAD RAILFANS' ASSOCIATION, now in its tenth year, publishes quarterly historical *Milwaukee Railroader* magazine and bi-monthly current events *Newsletter*. Annual meeting with program and CMStP&P tour is held each June. Annual memberships: Regular $8, Sustaining $15. Contact: Wendell Murphy, Treasurer, 7504 W. Ruby Ave., Milwaukee, WI 53218.

TEEN ASSOCIATION OF MODEL RAILROADING gives young railfans and modelers a chance to meet others with same interests. Newsletter is published bi-monthly, and frequent informal get-togethers are held in the various parts of the country. Contact: Lone Eagle Payne, TAMR, 1028 Whaley, RD#4, New Carlisle, OH 45344.

UPPER CANADA RAILWAY SOCIETY now publishes two magazines, their monthly *Newsletter* and the quarterly *Rail & Transit*. Send $3.50 for sample. The UCRS also sponsors railway and traction excursions. For further information write: Upper Canada Ry. Society, Box 122, Terminal "A", Toronto, Ontario, M5W 1A2.

RAILROADIANA COLLECTORS ASSOCIATION, INC. is a national, not-for-profit organization for individuals interested in collecting and preserving railroad artifacts and history. A quarterly newsletter and yearly membership directory are published, as well as other programs. For further information contact Gerry Cowley, Secretary, 4636 N. Wolcott St., Chicago, IL 60640. SASE appreciated.

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We cover the industry's early tentative efforts with such cars as the Master Unit. The naming of Dr. Conway to head the rescue effort. Selection of key technical personnel, surveys, tests, "borrowed" guinea-pig cars, models that didn't make it, design of trucks, motors, controls, and finally the proud day when New York City's Mayor La Guardia cut the ribbon on the first revenue service.

We see how some cities bypassed the PCC for other "modern" rail units, such as the ill-fated Brilliner, while many gave up and bought buses. We trace the development of the PCC rapid transit car, and the "export" of the PCC overseas, where, behind the Iron Curtain, it now flourishes. The statistical story is complete with charts and tables; all-time order and fleet lists, car diagrams, mechanical specs, tables of major components, and much more!

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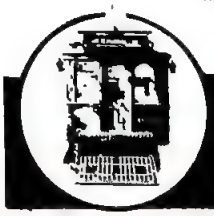

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Product News

We at Carstens will have our next new softcover available shortly after the first of the year: *Lehigh & New England* by Ed Crist and John Krause. Featuring the work of ten photographers, the 80-page book will cover the L&NE from steam, through Alco diesels to its demise. That means huge 2-10-0s on coal trains and lots of FAs and RS3s in the hills of Pennsylvania, New Jersey and New York. Watch for an ad in the next issue for price and specifics.

The next book in the works shortly after the L&NE will be Deane Mellander's fascinating study of the little Cumberland & Pennsylvania from its early steam through its transition into a branch of the Western Maryland with Russian Decapods, 2-8-0s and diesels. It literally picks up where our *Western Maryland: Steam in the Alleghenies* left off.

The 470 Railroad Club, P.O. Box 2468, South Portland, ME 04106, has produced a surprise 12-inch 33⅓ r.p.m. record, *Vanishing Vapor,* featuring recordings of Boston & Maine 4-6-2s and 2-6-0s in the early 1950s made by Preston Johnson. The price is $7.95 postpaid.

Chatham Publishing Co., P.O. Box 283, Burlingame, CA 94010, has just released a very interesting new book by Karl Koenig, *Virginia & Truckee Locomotives,* with photos and histories of that road's storybook fleet of classic steam engines. The 88-page 8½" x 11" softcover sells for $14.00.

United States Transportation Corps Locomotives is the title of a 102-page slick-paper 8½" x 12" hardcover book by R. Tourret, published by *Tourret Publishing,* 5 Byron Chase, Abingdon, Oxon, England. This well researched and heavily illustrated book covers U.S. military locomotives from the Army 2-8-2s and 2-8-0s to Russian Decapods and a whole variety of military diesels. The price is $12 (U.S. currency okay); allow five weeks delivery.

Calendar Call

One of the most beautiful color steam locomotive photos we've ever seen graces the cover of "A Calendar of Trains" by the *Michigan Railroad Club,* 417 Elizabeth Lake Road, Pontiac, MI 48053; it is Ron Piskor's night scene of NKP 765 in the snow. This 12"x12" wall appointment calendar folds out to 12"x24" and features full color views of CPR, N&W, K-B-E, DT&I, CNR, D&M, EL and MN/D&H diesels, GTW, CN and CPR steam plus South Shore electrics, all on heavy white stock with excellent reproduction. The price is $6.75 postpaid.

Last year, *Westrail Publications,* P.O. Box 300, Glendora, CA 91740, came up with what impressed us as being the most stunningly attractive and creative black & white railroad calendar we've ever seen—well, they've done it again. Their 14"x22" wall calendar features heavy, white, grained stock with some of the finest black and gray duotone printing you'll ever encounter. What makes this calendar unique, however, is that each spread is carefully designed to use one big photo, a very attractively-toned calendar "block" and two or three accent photos to create a refreshingly different and yet very readable image each month. The subject matter, covered by some of the West's most noted photographers, includes Amtrak at Pomona, Milwaukee Little Joes (including a great shot in a freezing rain), the *Rio Grande Zephyr* in a "moonscape", Santa Fe, SP, UP and WP action plus *the* shot of a Camas Prairie trestle, Weyerhaeuser Baldwins and SP SD39s in the Owens Valley today. At $6.95 postpaid, this will be the most enjoyable 58¢-a-month you're likely to invest.

One of railfanning's finest traditions is Don Wood's All-Pennsy Calendar from *Audio-Visual Designs,* P.O. Box 24, Earlton, NY 12058. Printed on heavy 23"x16" pebble-grain stock, this calendar has beautifully reproduced b&w photos of PRR M-1's, K-4's, I-1's and a Q-2 duplex plus freight and

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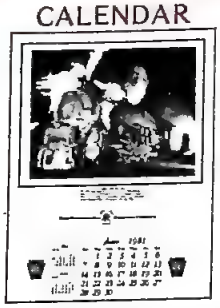

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ter facility on the Narco Spur clearly illustrate the workaday business that kept the EBT alive. It is the photographers, Phil Hastings, John Krause and Phil Ronfor who "make" this book. While the captions and text are generally well written and informative, it is the quality photographs which tell the story. Their content is enhanced by the fine reproduction exhibited throughout the book and aided by the pleasing page layouts. In addition to the illustrative text, detail maps are included of Orbisonia (the EBT's headquarters) and Mt. Union (site of the standard gauge interchange with the PRR) plus an overall map of the railroad.

This book is an excellent effort on a long-overdue subject, and I personally feel that the photographs alone are worth the price. It puts today's EBT into context and will make any visit there more rewarding—MAX S. ROBIN.

The Cumbres & Toltec Scenic Railroad: The Historic Preservation Study, by Spencer Wilson and Vernon J. Glover, published by the University of New Mexico Press, Albuquerque, NM 87131. 170 9½"x6½" pages, $19.95 hardbound and $8.95 softbound.

This book is the result of a study commissioned by the states of Colorado and New Mexico to serve as a basis for future planning and preservation of this historic former-D&RGW narrow gauge line. In addition, the study provides a written and photographic record of all of the rolling stock, equipment and structures owned by the railroad. The Cumbres & Toltec Scenic Railroad was purchased by the states of Colorado and New Mexico from the D&RGW in 1970.

The book begins with a brief look at the history of the Rio Grande's Alamosa-Durango line and its purchase by the C&TS. The chapters that follow examine the lines geography and its structures as well as the engines and rolling stock, some of which have been in use on the railroad almost since its inception. Detailed lists document all structures and rolling stock remaining on the line.

Along with the detailed view of the railroad, which includes track diagrams, well reproduced photographs (including eight beautiful color shots), and information on various rebuilding programs, are recommendations on how to preserve and display the equipment without sacrificing any of the original flavor of the Rio Grande narrow gauge.

The authors point out that the railroad is a "living museum". It is unique in that it is still able to operate over the same route and in the same manner it was originally designed for, and, with very few exceptions, most of the structures and equipment on the C&TS have been in service on the line for the last 50 years or more. The authors stress that it is this fact that makes careful planning, based on detailed historical documentation and a firm knowledge of railroad technology, so important before any changes or improvements are implemented. It is quite evident that a lot of thought has gone into the various suggestions and recommendations that are contained in the study.

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While the book is not written specifically for the railfan, it should be of great interest to anyone who cares about either the C&TS or the preservation of historic railroad buildings and equipment—CHRIS D'AMATO.

Recording reviews

765 Alive!, one-hour stereo cassette tape recording by Custom Steam Productions, Ltd., 146-12 33rd Ave., Flushing, NY 11354. $7.50.

There's something deceptively understated about the appearance of a tape cassette. Compared to the color graphics of a record album, the diminutive tape in its ubiquitous plastic box looks just like those blank tapes I buy downtown to record my own records for use in my car tape player. Because they're so common, cassette tapes look very ordinary.

But don't let appearances fool you; there's some very fine quality material available on cassette tapes. With the relative ease of editing a master and the ability to then go right into production, cassettes are an extremely effective way of making available the most newsworthy of subjects—and the relatively small production studios like Custom Steam Productions, Ltd., with their six-at-a-time normal speed duplication equipment can produce higher overall quality than the mass production tape "factories" with their multiple high-speed machines.

What all of this is leading up to is that Marc Balkin has produced a very good tape of the activities of Nickel Plate Berkshire 765 last May en route to and working freight on the TP&W. If you'd care for a fully illustrated jacket and liner notes for this tape, simply wrap it in pages 26-35 of the September 1980 issue of RAILFAN & RAILROAD, for many of the same scenes are covered. The tape begins with a couple of relatively uninspired runbys with the Berk heading for Peoria with a light consist but then begins to fulfill its potential with a strident departure from Wabash, Indiana. The 765's first real work was a stint switching the TP&W yard on the evening of May 3, and this tape captures an uninterrupted 14 minutes and 40 seconds of the big engine saddled with the menial task of kicking out a long cut of freight cars. There are rapid bursts of exhaust, groaning brakes and hammering air pumps punctuated by squealing cars and booming slack. It's fascinating to hear this racer of the high iron take on the "clunk-clunkchunk-clunk-clunkchunk" lethargic gait of a switch engine.

Side Two of the tape gets out on the main

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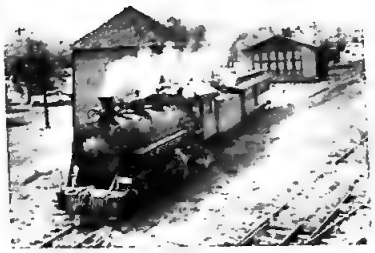

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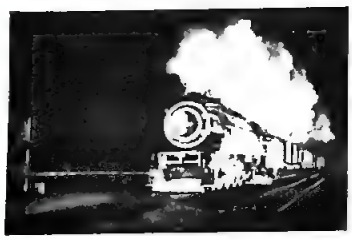

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line with some real tonnage on the drawbar, and those timeless sounds that made the Nickel Plate Berks famous are all here. The first cut is an unbelievably long approach from the yard to a runby on Washington Hill with the 765 working alone on a 37-car freight, followed by a brief demonstration of the 765's two whistles at Eureka. Marc was alongside the 765 on a paralleling highway when the Berk accelerated out of Forrest bound for Gilman. The footing is a little uncertain at first as Jack Wheelihan gets the feel of the train and then hauls the throttle all the way out for the straight but undulating run for Gilman (I know, as I was riding the cab at this time watching Jack run the engine). It's a great 9½-minute sequence of a Berk doing what she was designed to do.

The last half of Side Two was recorded from the rear platform of the Conrail caboose on TP&W eastbound manifest No. 20 as 765 couples onto the rear—I swear that engine moved my speaker-bracketed fireplace six inches when it coupled on. In a remarkable nine-minute sequence, the Berk is heard shoving the freight up Washington Hill, and a little over half way through it—when you're about to give in to the monotony of the slogging exhaust—the speed begins to pick up. And pick up. And pick up. And—hang on—pick up! The mental image of this raging beast looming over that little blue caboose (page 34, September '80 R&R) and whipping up to such a furious speed is absolutely breath-taking.

Yes, you might say I was impressed with this tape. It is a quality job put together—literally—while the subject was hot. The price of $7.50 includes first class postage—J.B.

We'd like you to meet...

Bob Lenardson

The author of the article about the Ludington & Northern was born in 1945 in Jackson, Michigan, and ever since he can remember, he would stand on the footbridge over the NYC main line to watch the trains. There were numerous passenger trains still in steam, and westbound freights almost always required an 0-8-0 helper on that Detroit-Chicago main. At age 12 he moved with his family to a farm that was within hearing range but just beyond sight of the NYC Saginaw branch.

Jackson Community College got him into a carpenter apprenticeship program, and in 1973 he started in his present position as a carpenter for Meijer Thrifty Acres, a large southern Michigan chain store. His five-day-a-week work hours of 7:00 a.m. to 3:30 p.m. give him long summer afternoons

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to pursue his rail photography. Bob was married in 1965, and he and wife Anne have raised a family of two boys and a girl: Robb, age twelve; Jason, nine; and Jenny, six. The boys, when not playing ball or being active in the church, often accompany Dad on railfan trips.

As for his photography, Bob notes that he's "... been known to shoot anything with more than three wheels and six feet of track." He's been taking pictuces for about ten years, "but only seriously for about six." He uses two Fujica ST-701 manual cameras with 55mm normal lenses plus a Spiratone 35mm wide, Vivitar 85-205mm zoom and a Takumar 500mm tele. While he does do roster shots, he prefers to include the operations, geography, bridges, structures and people that are the essence of the railroad.

One of his most spectacular railfan trips was a recent venture with son Robb and friends Jerry Palmer and Steve Kindschy on a "glorious ten-day chase of the AT&SF-D&RGW Joint Line, the Colorado & Wyoming, Raton Pass and the *Rio Grande Zephyr*. The same Jerry Palmer who did some of the photography for RAILFAN'S "Joint Line" article back in May 1978 has been giving Bob "encouragement and insight" into the use of the long telephoto.

While Bob has no favorite railroads, he seems to be attracted to the lines or engines that are close to extinction; the DT&I, Rock Island, South Shore Joes and Chicago commuter trains behind Es and Fs have been some of his more recent pursuits. Fortunately, the Ludington & Northern that he is covering in this issue doesn't fall into that "endangered" category.

A BLAST FROM THE PAST

A little bit of History: These emblems are the original emblems as fabricated for the cereal promotion of 1951-1952, in which an emblem was included in each box of cereal. After the promotion, the dies were left in Tennessee. Nickel Plate Products obtained the use of the dies through the Don Howard Advertising Specialty Corporation. Unfortunately, the dies are in such shape that of the 28 original emblems made, only 25 are capable of being remade.

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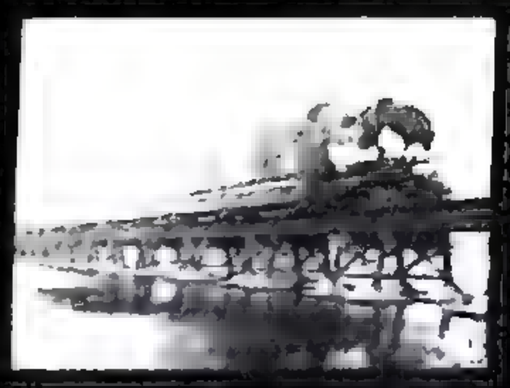

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In Search of Steam

England celebrates Rocket 150

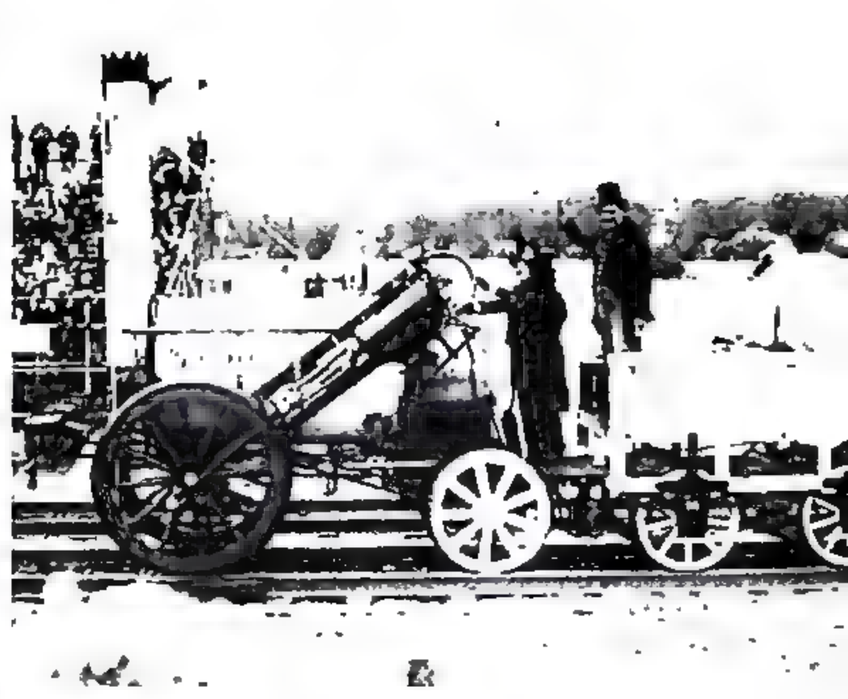
To visit a foreign country in 1980 and find 30 steam engines live in one yard at one time is not impossible, but to witness this once-common situation in an *officially-dieselized* country is big news. This railfan spectacular took place in Rainhill, Lancashire, England, on May 24-26, 1980, to celebrate the 150th anniversary of the Liverpool & Manchester Railway, the first line conceived and constructed to be a steam operated long-distance railway to carry both freight and passengers on a regular schedule. Although I was unable to attend, Bob Woods of Clifton, N.J., was there, and he supplied me with extensive literature and notes on the event.

Background

On September 15, 1830, the world's first regular steam-hauled passenger service opened in England between the cities of Liverpool and Manchester. This historic event of international importance marked the dawning of the "Railway Age" which was to transform the lives of millions of people throughout the world.

The opening of the Liverpool & Manchester Railway line was celebrated 150 years ago by a cavalcade of eight locomotives traveling Crown Street, Liverpool, to Manchester. It was marred by the death of the president of the Board of Trade who foolishly stepped out in front of the 0-2-2 *Rocket* and was run down. For its day, the line was considered an engineering feat. It went through solid rock and over the treacherous Chat Moss peat bog for 12 miles where rails were laid on a floating mattress of brushwood. Its creator, Robert Stephenson, had dogged British determination and engineering bril-

TWO PHOTOS: HUGH RAMSEY



THE "ROCKET 150" CAVALCADE starred a replica of the 1829 Robert Stephenson *Rocket* **(right)**, of course, but also brought out a remarkable assemblage of preserved operating British steam locomotives such as the Midland Railway un-named "Single" 4-2-2 No. 673 **(left)**.

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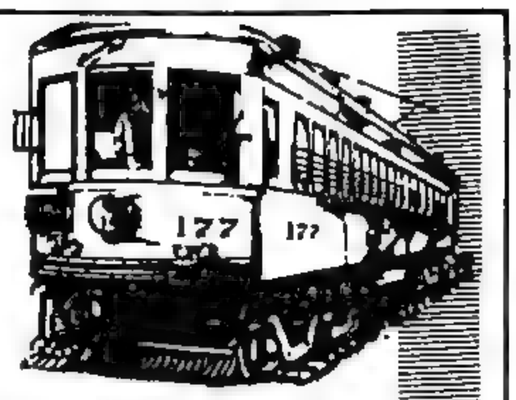

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BY MIKE EAGLESON

lance to achieve this tremendous breakthrough in transport technology.

In October 1829, at Rainhill, near Liverpool, a competition was organized to find the most suitable design for a steam locomotive to be introduced on the proposed 35-mile Liverpool & Manchester Railway. Three new locomotive designs took part in the competition pulling coaches: the *Rocket* 0-2-2, *Novelty* 0-2-2T and *Sans Pareil* 0-4-0 (actually, a fourth engine, *Perseverance*, was involved, but it was not successful and has remained relatively unknown). In the trials, Stephenson's *Rocket* was clearly the winner by being the only contestant to complete the 70-mile course (the round trip between Liverpool and Manchester) and was awarded the prize of £500, a very substantial sum of money for the time. The average speed of *Rocket* over the course, completed on just under two miles of track from Rainhill over three days, was a startling ten miles an hour.

The original *Rocket* worked on the LMR from 1830 to 1836, then went to a colliery near Carlisle to haul coal wagons until 1844 when it went to London's Science Museum where its remains are on display today. The original *Sans Pareil* failed the 1829 test because of a malfunctioning water pump and the fact that it had been officially disqualified from the start for exceeding the maximum 4½-ton weight limit. However, it was bought by the LMR and used until 1831, when it was sold to the nearby Bolton & Leigh Railway. In 1844 it went to a colliery to drive a stationary pumping unit until 1863 when it was rebuilt to its original design and sent to the Science Museum in London.

The 1980 celebration

To celebrate this both the October 1829 trials and September 1830 opening of the LMR, British Rail staged a major event at Rainhill, England, on May 24-26, 1980 (Britain's Spring Bank Holiday Weekend),

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In Search of Steam

Specially-built working replicas of the three locomotives (*Rocket, Novelty* and *Sans Pareil)* and nine 1930-built replicas of 1830 coaches were used to re-enact the Rainhill Locomotive Trails of October 1829.

This was followed by a grand cavalcade of steam, diesel and electric locomotives, coaches and wagons illustrating the history of railway development in the last 150 years. Thirty steam locomotives were fired up for the occasion. These ranged from the trim and polished Victorian antiques that North Americans generally envision when someone mentions "British steam" to the great express engines of the later eras such as the well-known *Flying Scotsman* 4-6-2, various big 4-6-0s, such as the Great Western's *Drysllwyn Castle*, and the Southern Railway's *Clan Line* Pacific to the last steam locomotive built for British Railways, the *Evening Star* 2-10-0 of 1960. (My own personal favorite as the most significant and impressive engine there is the big maroon London, Midland & Scottish 4-6-2 *Dutchess of Hamilton.*)

In addition, special railway artifact displays and souvenir stands were set up adjacent to the site. Nearby, most of Britain's prominent enthusiast clubs and museum preservation lines were represented at tables with photos and pamphlets about their organizations.

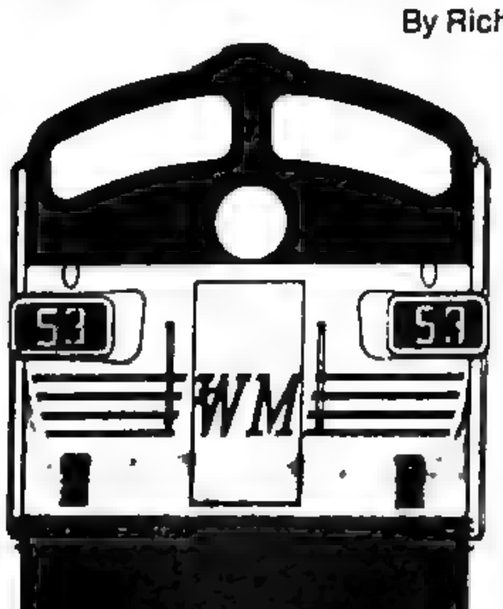
The re-enactment

It was not possible to exactly duplicate the conditions of the steam trials of October 1829, but British Rail did a fine facsimile. Each replica of the *Rocket, Novelty* and *Sans Pareil* was to haul three period coaches with passengers aboard. A course was run from a standing start on a 1-in-89 rising gradiant (1.12%) at Lea Green, to the finishing line opposite the main reviewing stand. The maximum speed permitted was ten miles per hour, so as not to attempt to overturn history. The tests offered a reasonable challenge to the locomotives, their builders and handlers. The official timekeeper was located in the main commentator's reviewing stand which had a public address system manned by Alan Pegler (who brought the *Flying Scotsman* to America in 1968), alerting the progress and events. In actual practice at the trials re-enactment, to run replica *Sans Pareil* re-

A.D. YOUNG

IN ELEGANT MAROON AND GOLD, London Midland & Scottish express 4-6-0 *Leander* was one of the larger engines that passed the reviewing stands in the cavalcade at Rainhill on May 24-26, 1980.

WESTERN MARYLAND DIESELS
By Richard W. Jahn and John D. L. Johnson



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DELUXE HARD BOUND

England celebrates Rocket 150

quired the assistance of 0-4-2 *Lion*, built in 1838 at Leeds for the Liverpool & Manchester Railway, and the oldest steam locomotive in the world in working order. Between 1857 and 1927 she was used as a stationary dockside pumping engine. In 1930 she was part of the cavalcade to mark the centennial of the LMR but gained more lasting public fame as the "star" of the 1953 motion picture *The Titfield Thunderbolt.*

Novelty was displayed in steam, on a flat car with its wheels turning. *Rocket* had trouble the first day and missed the cavalcade but ran very well after last minute repairs were made. On the second day, Mike Satow of Locomotion Enterprises (a commission from London's Science Museum and builder of the *Rocket*) made her run to the applause of the crowd. The original *Rocket* and the replica was the winner of the 1829 Rainhill Locomotive Trials as well as the sesquicentennial re-enactment.

During the weekend, the locomotives were serviced and stored at the Bold Coal Board colliery nearby—also the location of some regular-service saddle tankers, even today. The National Coal Board's 0-6-0T *Robert*, painted in green and red, was host engine for the visiting locomotive royalty.

British Rail did a fantastic amount of preparation to make the 150th celebration of the Liverpool & Manchester Railway the huge success it was. Special funding, planning, liaison and organization were necessary. Also greatly involved were the local authorities, especially the Merseyside County Council and the Greater Manchester Council.

Besides the replica of the *Rocket*, the replica of the *Novelty* was also built by Locomotion Enterprises, and *Sans Pareil* was undertaken jointly by British Rail Engineering and the Hackworth Trust. Expert knowledge of duplicating working full-sized replicas of early 19th century locomotives had its origins in the success of the replica of *Locomotion*, which was built by a combination of volunteer, trade, training and educational interests for the 150th Stockton & Darlington Railway Anniversary of 1975 (see my story of that 34-engine fire-up and cavalcade in April 1976 *Railroad*).

Most of the 50,000 seats in the reviewing stands were sold out for the three days running. The amusements and displays filled two fields, while most railway preservation societies in Britain were represented selling books, tie pins, plates, posters, maps, photos etc. Two of Her Majesty's Bands were present to liven up slack time when the engines weren't steaming during the three-hour cavalcade. For several weeks after the celebration, steam fantrips operated throughout Britain with excellent examples of the ultimate in steam passenger engines.

Grand Cavalcade Steam Roster

	COMPANY	NO.	NAME	TYPE
1.	replica	—	*Rocket*	0-2-2
2.	replica	—	*Sans Pareil*	0-4-0
3.	replica	—	*Novelty*	0-2-2T
4.	L&MR	—	*Lion*	0-4-2
5.	MR	673	—	4-2-2
6.	LYR	752	—	0-6-0ST
7.	LNWR	790	*Hardwicke*	2-4-0
8.	LNWR	1054	—	0-6-2T
9.	NBR	673	*Maude*	0-6-0
10.	MR	1000	—	4-4-0
11.	SDR	13809	—	2-8-0
12.	LMS	4027	—	0-6-0
13.	LMS	5000	—	4-6-0
14.	GWR	5051	*Drysllwyn Castle*	4-6-0
15.	SR	925	*Cheltenham*	4-4-0
16.	LMS	7298	—	0-6-0T
17.	NCB	—	*Robert*	0-6-0ST
18.	LMS	43106	—	2-6-0
19.	GWR	3205	—	0-6-0
20.	WD	600	*Gordon*	2-10-0
21.	SR	850	*Lord Nelson*	4-6-0
22.	LMS	5690	*Leander*	4-6-0
23.	LNER	4771	*Green Arrow*	2-6-2
24.	LNER	4472	*Flying Scotsman*	4-6-2
25.	LNER	4498	*Sir Nigel Gresley*	4-6-2
26.	SR	35028	*Clan Line*	4-6-2
27.	LMS	6201	*Princess Elizabeth*	4-6-2
28.	LMS	46229	*Dutchess of Hamilton*	4-6-2
29.	BR	80079	—	2-6-4T
30.	BR	92220	*Evening Star*	2-10-0

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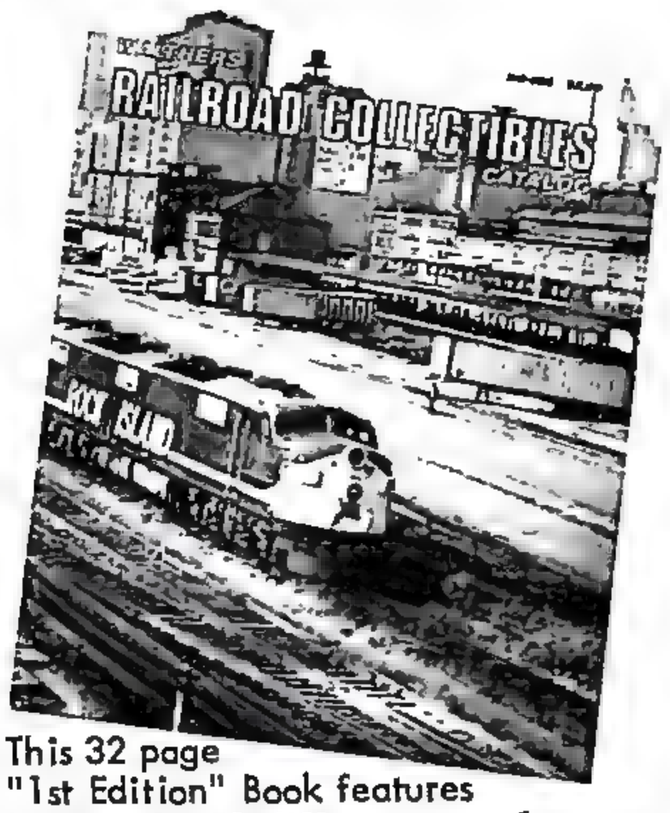

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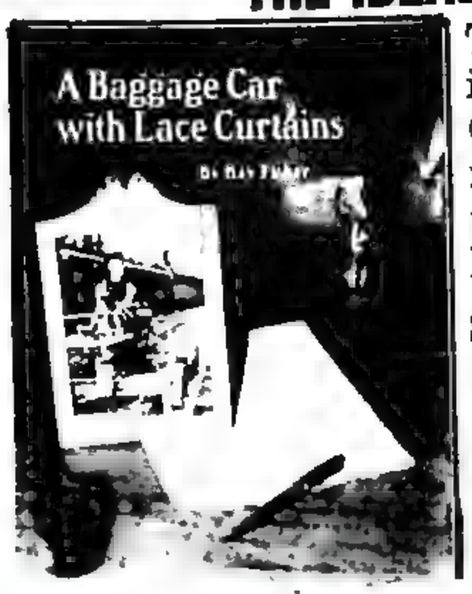

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Railnews

SANTA FE PACIFIC DIES The Southern Pacific Co. and Santa Fe Industries abruptly called off their proposed merger in early September. The "mutual" decision was announced and both parties declined additional comment. There are two probable causes of the cancellation. First, the Southern Pacific appears to have insisted on buying and rehabilitating the Tucumacari line of the bankrupt Rock Island; if the AT&SF—SP merger had taken place, the Rock trackage would have been redundant. Second, the Interstate Commerce Commission and the State of California may have been planning a strong case against the parallel merger. Now that the merger of these two Western giants has been called off, it is possible that competition for the remaining independents such as the Rio Grande, Kansas City Southern and ICG will heat up— WALTER A. APPEL.

MORRISON-KNUDSEN Some very interesting SDs are hitting the rails thanks to the folks at Morrison-Knudsen of Boise, Idaho. Six Union Pacific SD45s are being experimentally equipped with 3000-h.p. 16-cylinder Sulzer ASV 25/30 engines, and the first such unit, UP 60 (formerly 34, nee 3634) was completed on July 28, 1980. The primary external changes are new carbody door panels set out two inches from the carbody to provide internal clearance for the engine, and a new primary air filter replacing the rear door on the left side. Considerably more exotic in appearance is the former-SP SD45 8820, which was given the same Sulzer engine conversion, but the 8820 came to M-K without a carbody. One half of the carbody from SP DD35 9900 was adapted to the 8820—now M-K 8302—resulting in a hybrid hood resembling an SDP40 (M-K 8301 appears to have been given the treatment with the other end of the 9900).

Incidentally, M-K is taking care of the other end of the train, as well. In September it introduced the prototype for its all-new wide-vision caboose, manufactured from the ground up. The first of these new cabooses was BN 12393.

WESTERN MARYLAND SHAY 6 With 75 lbs. of compressed air in her boiler, Western Maryland's huge Shay 6 moved out of the B&O Museum under her own power after 27 years on display indoors—that first "chuff" reportedly disinterred nearly three decades worth of decreased bugs from the smokebox. Her drive gears and connecting rods were then removed so she could be towed in a special train on August 20-21 to Cass Scenic Railroad where she is expected to debut next spring under steam and retaining her authentic WESTERN MARYLAND lettering.

CHALLENGER 3985 While we continue to receive conflicting reports on the actual progress being made, the restoration of Union Pacific 4-6-6-4 is obviously well under way in the roundhouse at Cheyenne, Wyoming. The work is being performed by a volunteer group with the consent of the UP, although the railroad is accepting no responsibility for the overall project.

DEPARTING IN STYLE In a surprise move, the Union Pacific retired its last eight E units this past June, leaving only its SDP35s or a "Fast Forty" with a boiler car to handle the numerous old timers specials, directors trains and excursion runs. The last run of the Es was the staff train from Omaha to Sun Valley in mid-June with a perfect A-B-B-B-A power set (960, 969B, 973B, 974B, 928) on a 17-car train. The Es will be sorely missed by UP fans.

AUTO-TRAIN ASKS FOR PROTECTION After trying to secure financing in Switzerland and completing two quarters of in-the-black operations, Auto-Train has been forced to seek the protection of the fedeal bankruptcy courts. Just as the financially-strapped passenger and auto carrier appeared to be getting its act together, a $3.7 million line of credit with a Swiss bank was cancelled. By filing under Chapter 11 of the U.S. Bankruptcy Act, A-T will be able to maintain operations while it is reorganizing itself. The company is attempting to work out a plan to settle its obligations to a long list of creditors ranging from the Seaboard Coast Line to individuals who paid for tickets and then cancelled their reservations—the overdue refunds are reported to amount to $450,000. The SCL is owed $4.5 million.

Financial problems were brought about by three years of losses. Airline cut-rate fares attracted passengers off the train, and a poorly-planned entry into the midwestern market put red ink in the annual reports. The company has also had a couple of derailments which caused schedule disruptions as well as increased costs. In order to keep its trains operating, A-T has been put on a cash basis by SCL and the RF&P. This means Auto-Train must pay the railroads a day in advance the round trip cost of $24,000 to operate the trains between Lorton, Va., and Sanford, Florida.

Auto-Train was founded in 1971 by its current chairman, Eugene K. Garfield. Profits were earned almost from the moment the first purple, white and red trains hit the rails. Then in 1978, the great airline fare battles began and passengers started flying and renting cars instead of taking autos with them on the Auto-Train. Garfield feels the company will continue to be a factor in the East Coast Travel market as gasoline prices and jet fuel increase in cost. Being able to run 80 cars at a cost only slightly above that of the current 38-car trains gives the carrier hope for future earnings.

In other moves to bolster earnings, Garfield has diversified the company into contract passenger car rebuilding for Amtrak and the freight car and truck assembly markets. Since a third party, a British banking corporation, has been charged with fraud in the A-T/Swiss loan cancellation, the Securities and Exchange Commission is involved in the case. Their interest, along with that of the Interstate Commerce Commission and an IRS lean against the company, insures a lengthy reorganization process—WALTER A. APPEL.

MOTIVE POWER NEWS: Anaconda Aluminum is retiring the rare ex-GN NW3 switcher 181 used at its Columbia Falls, Montana, plant since 1955. The 181 will reportedly be replaced with a unit off the Butte, Anaconda & Pacific.

The **Southern Railway** began receiving their first of 70 high-nosed GP50s in September. Riding on Blomberg trucks, the GP50s are numbered 7004-7073, above the existing four GP40Xs.

We lost another rare one when Columbia Iron & Metal cut up **NYC/CR&I** Lima switcher 8407. The LS-1200 had been sold for scrap in 1964 and had been sitting in the scrap yard in Cleveland until it was finally cut up on July 16-18, 1980.

As the first visible effects of the **GTW-DT&I** merger, seven GTW SD40s were "traded" to the DT&I for seven DT&I GP38s.

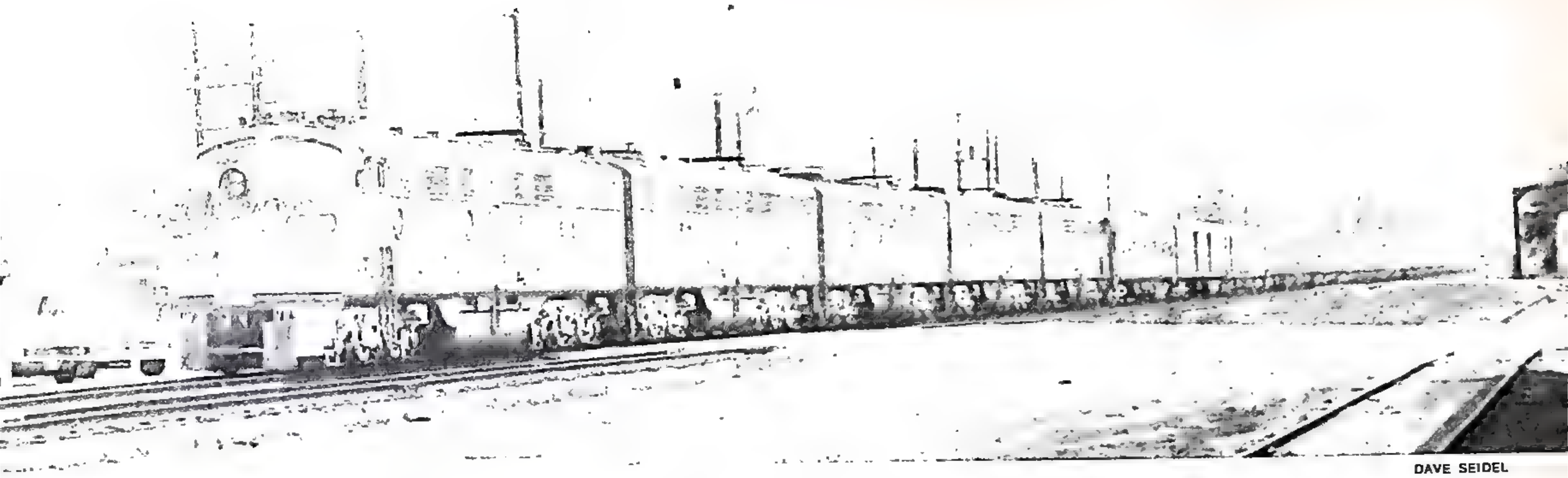
The **Angelina & Neches River R.R.** of Lufkin, Texas, has just purchased a handsome new dark metallic blue and silver GP38-2 (b.n. 796383-1) no. 2000. The prosperous St. Regis Paper-owned A&NR also has an SW1500 and an Alco S4.

The **Bangor & Aroostook** in October 1980 placed BL2 51 into the storage line at Northern Maine Junction along with 52, 55 and 56 (all blue) as the road experiences a surplus of power. The two fresh repaints, red 54 and original gray 557, are the only BL2s still in service, but they are expected to remain so. If you've given any thought to visiting the BAR to see its Fs, Geeps and BL2s, don't waste any time; the road is seriously contemplating trading the veterans in on newer more fuel-efficient power. The BAR has been testing the Morrison-Knudsen 1500-h.p. Sulzer-powered 5001 over this past summer.

The **Maine Central** has pressed the first two of its 14 recently acquired Rock Island U25Bs into service. The 226 got a "yellowbird" paint job, but the 234 just got the MEC name stencilled on her blue cab. There's gotta be a pun in here about The Rock-bound coast of Maine, but I can't come up with it.

SAVANNAH TO GET COAL PORT Coals from Savannah, Georgia, will soon be sailing the seas to Europe and Japan. The Seaboard Coast Line, Harbert Construction Company and Elk River Resources have announced a 250-acre, $60 million project for Hutchinson Island in Savannah. Plans call for the terminal to be operating in 1983. A corporation will be formed by Elk River and Harbert to run the terminal on land owned by the railroad. Savannah Coal Terminal Inc. will have the capacity to transload between twelve and 15 million tons of black diamonds per year from railroad hoppers to ocean-going vessels.

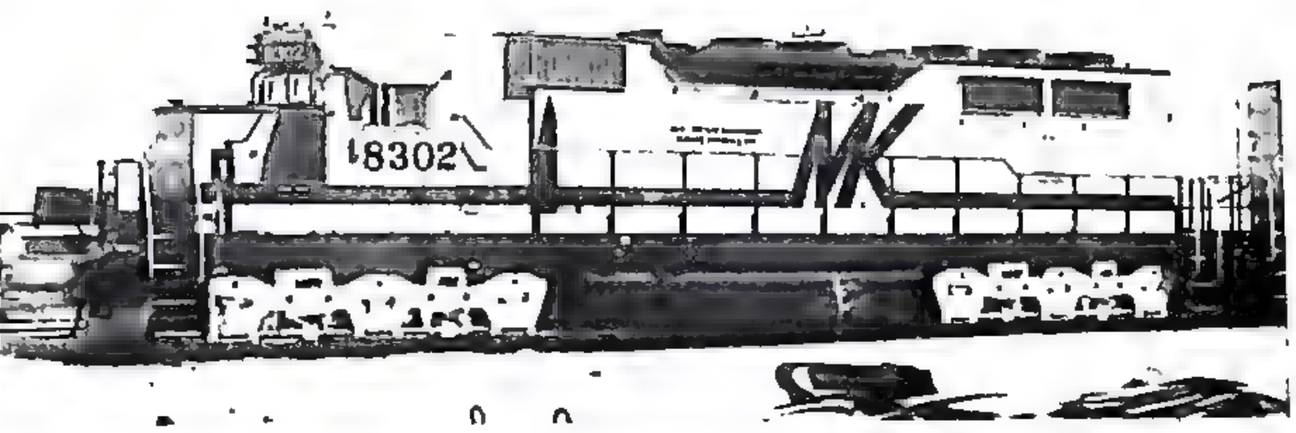
Unit trains from SCL and Clinchfield origins will be able to give shippers one-line service and single-line rates on moves to the port. Services including ground storage and coal blending will be available. The major product going through the port of Savannah will be steam coal bound for electric generating plants. Export demand for

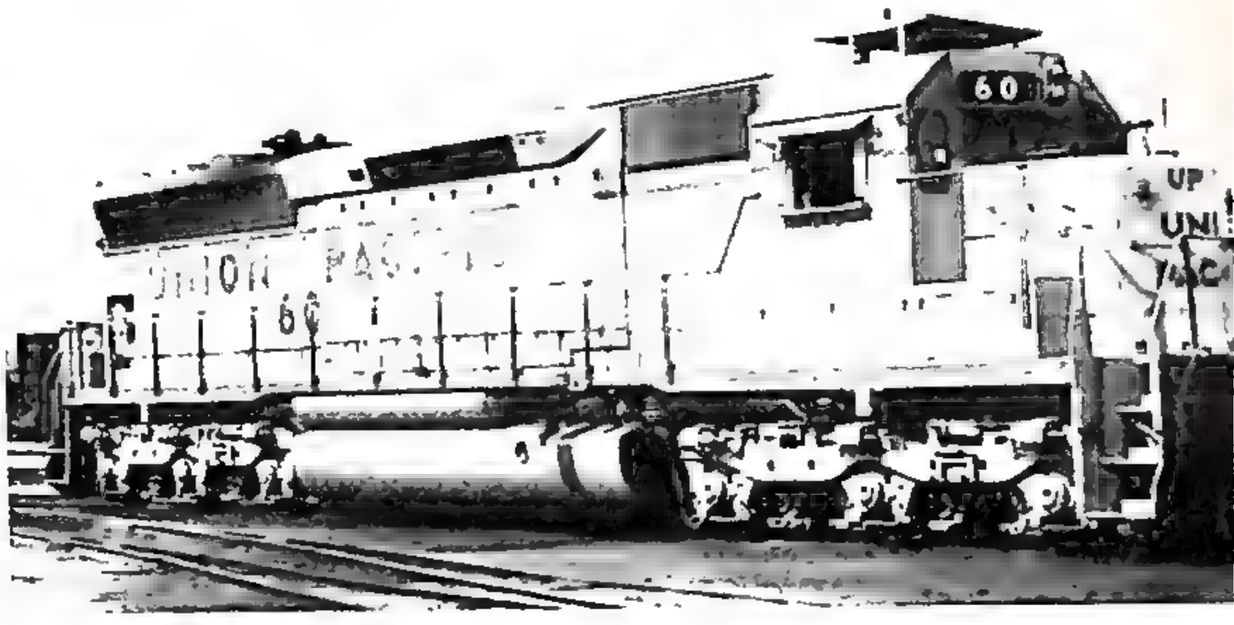


DAVE SEIDEL

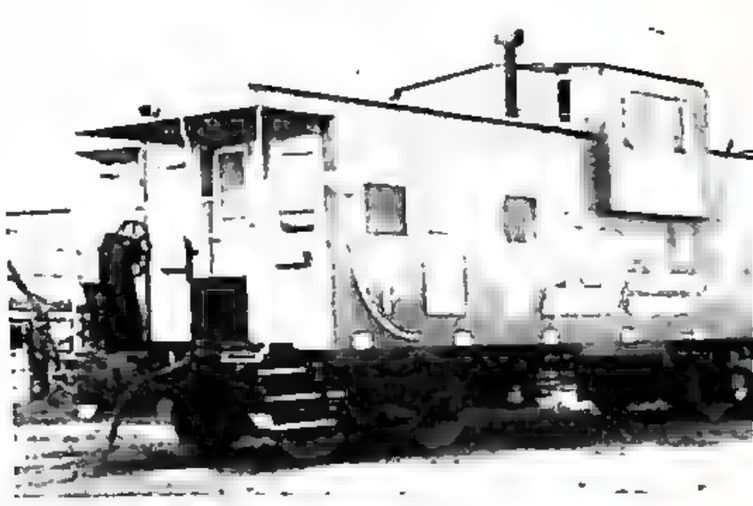
DEPARTING IN STYLE, an A-B-B-B-A set leads a UP staff train through Columbus, Neb., on June 14, 1980, the last run for UP's now-retired Es.

THREE PHOTOS: NORMAN ANDERSON

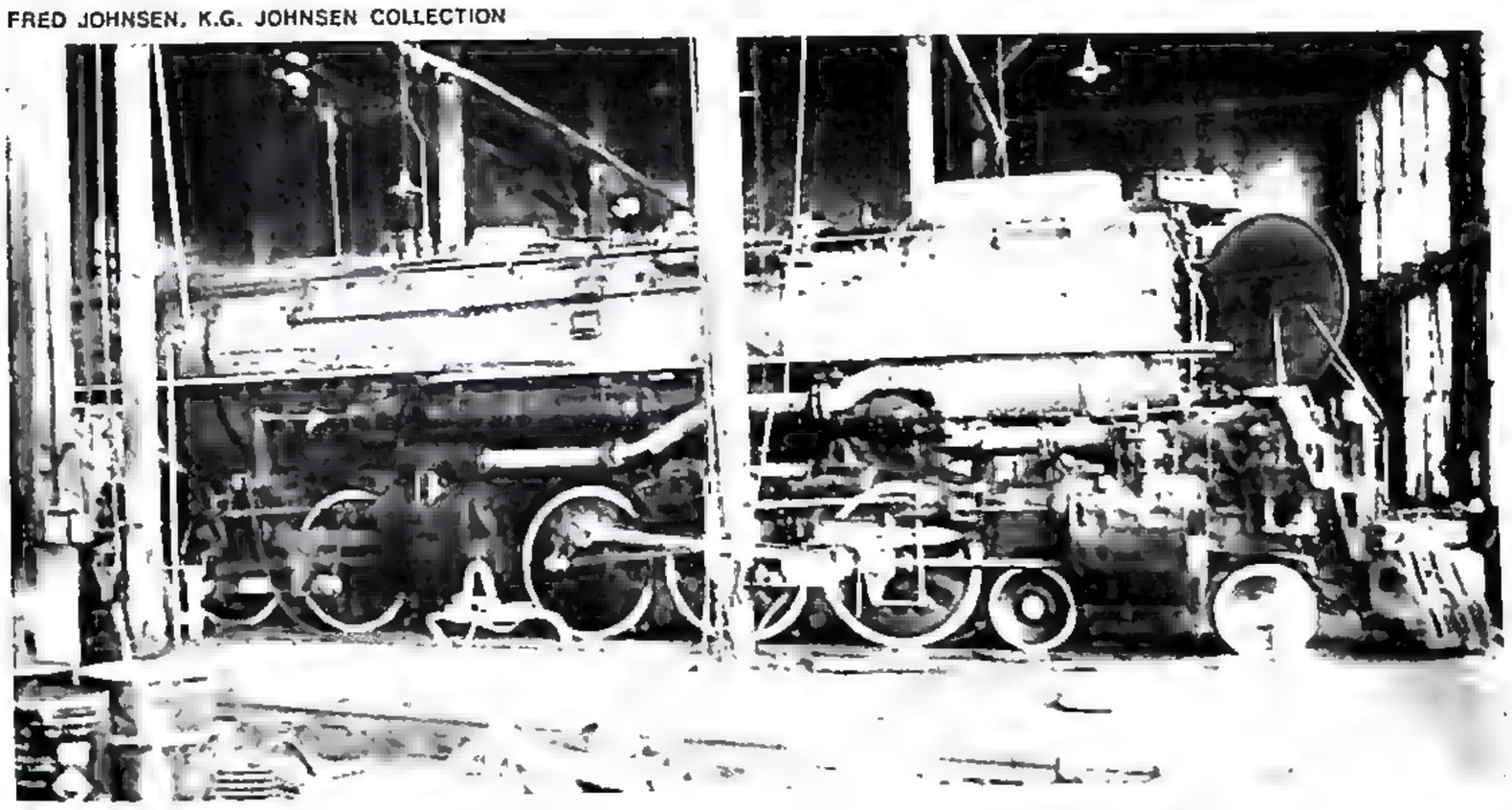




MORRISON-KNUDSEN has been keeping busy: M-K 8302 was former-SP SD45 8820, purchased without a carbody; it got a 16-cylinder Sulzer 3000-h.p. diesel and a carbody kitbashed from half of SP DD35 9900. The 8302 was at Boise on August 19, 1980. Containing the same innards but with its original hood, UP 60 at Nampa, Ida., on August 14, is the first of six such conversions being done for UP. At the other end of the train, M-K's first wide-vision caboose, BN 12393, (right) was at Boise September 11.



FRED JOHNSEN, K.G. JOHNSEN COLLECTION

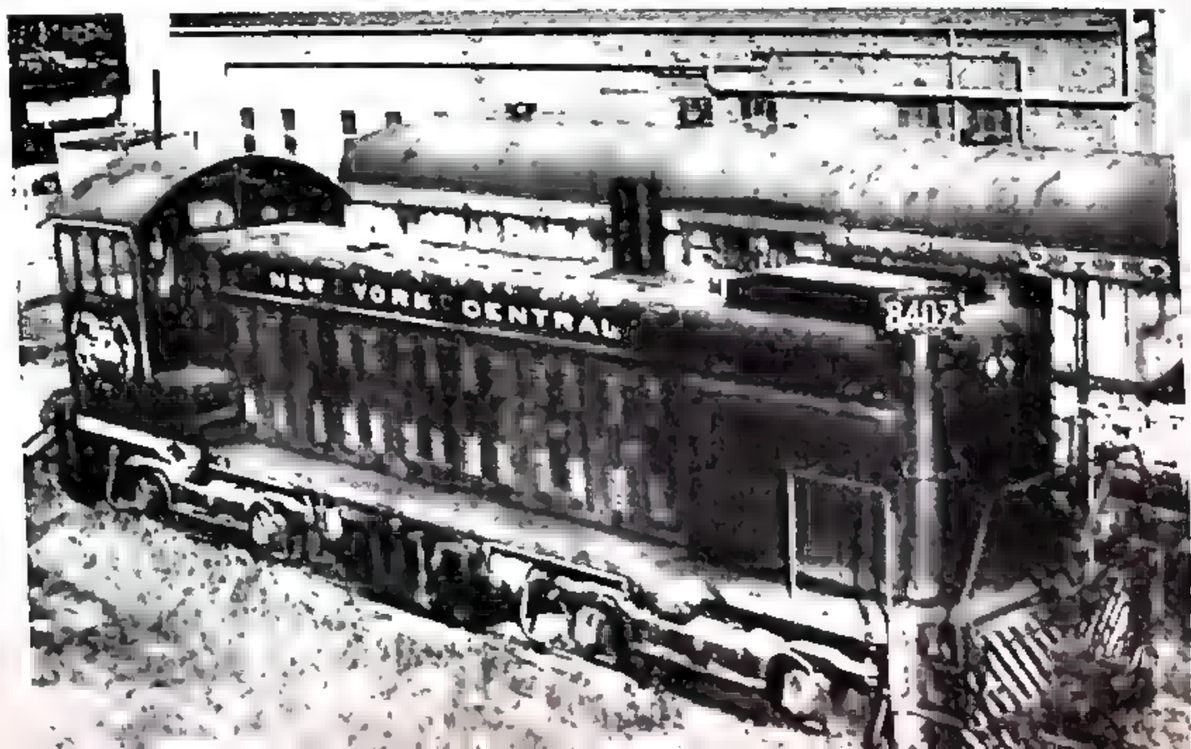


CHALLENGER 3985 is showing evidence of work in the UP roundhouse in Cheyenne in August 1980. Volunteers are restoring the 4-6-6-4 for future operation on the UP.

COLUMBIA IRON & METAL in Cleveland finally scrapped NYC/CR&I Lima LS-1200 8407 in mid-July 1980. The Lima had been sold for scrap in 1964 but wasn't cut up.

RON PALMQUIST

JAMES MARCUS



THE MAINE CENTRAL has given ex-Rock Island U25B 226 the "yellow-bird" colors but is running 234 and others in Rock paint. Rigby, August 26.

Railnews

steam coal is expected to rise steadily through the year 2000 as coal replaces OPEC oil in boilers around the world—WALTER A. APPEL.

GGl 4935 RETIRES Restored to its PRR green and pinstripes in 1977 by the Friends of the GGl, Amtrak's GGl 4935 made its last revenue run on Friday, October 10, 1980, on No. 81, the *Silver Star*. Due for an estimated $70,000 overhaul to pass its annual inspection, the 4935 was retired as a normal part of Amtrak's AEM-7 replacement program. Immediately moved to Wilmington Shop for safekeeping, the 4935 is expected to go to the Pennsylvania State Railroad Museum in Strasburg where she can be kept in serviceable condition for possible future use.

IT WILL BE CSX CORP. The ICC has approved the merger of Seaboard Coast Line Industries and the Chessie System. The new company will retain the CSX designation given it as a temporary name during the planning leading up to the merger. Headquarters will be in Richmond, Virginia.

Prime F. Osborne, chairman of SCLI, will become chairman of the CSX, while Hays T. Watkins, chairman and president of Chessie will become president of the new corporation. The railroads will continue to be operated as separate lines with coordination of financial planning and operations done by parent CSX. John T. Collinson of the Chessie System will continue to operate out of Cleveland, and A. Paul Funkhouser, president of the Family Lines will continue in that role at Jacksonville. Both railroad systems will retain their paint schemes for the forseeable future.

The new system will have 27,000 miles of track, making it second to the BN-plus-Frisco in size. Roads now under the new corporate flag are the C&O, B&O, WM, SCL, L&N, Clinchfield, Georgia, A&WP and WofA—WALTER A. APPEL.

A NEW NAME Peaker Services, Inc., has had a lot of experience maintaining EMD prime movers and electrical systems in standby generating units—"peakers"—for Detroit Edison since 1971. The company got into the locomotive business maintaining DE's SDs and six-motor GEs and then going after work for other railroads and industrial fleets. From their new plant in Brighton, Michigan, Peaker has begun rebuilding and upgrading diesel switchers. Their first was a UP NW2 upgraded with a 567AC engine, new electrical gear and a variety of hardware. Describing their upgrading, PSI's President Richard Steel said, "In effect, through remanufacturing we have made a 1980 switch engine from a 1949 model, not simply a restored 1949 locomotive." Detroit Terminal NW2s 104 and 109 are next for Peaker rebuilding.

CN 6060 Arriving in Edmonton, Alberta, under steam on August 8, the CN "Bullet-Nosed Betty" 4-8-2 6060 was immediately put into excursion service by her new caretakers, the Alberta Pioneer Railway Association. With her boiler permit expiring on September 10, the 6060 put in an ambitious schedule of trips on the CN running to Camrose and return on August 23, to Whitecourt and return on August 24, Edmonton to Calgary one way on the 30th, Calgary to Drumheller and return on the 31st and Calgary to Hanna and return on September 1. She'll go into a new shop at the APRA museum in Edmonton for overhaul.

THE UPPER PENNINSULA There are some steam locomotives still residing on Michigan's Upper Penninsula. Two three-footers from the Quincy & Torch Lake, abandoned in 1945, are stored near the Number Two Shaft House of Quincy Mining above Hancock. The engines are 1889 Brooks 2-6-0 No. 1 and 1891 Baldwin 2-8-0 No. 5. A more recent abandonment was the 1970s tourist hauler Keweenaw Central, which used Copper Range track between Calumet and Lake Linden. After the engine shed collapsed under heavy snow, Clint Jones' locomotives are outdoors again at Hancock. They include ex-NP 4-6-0 No. 175, ex-Copper Range 2-8-0 No. 29 and a gas-electric, all in good condition—MALLORY HOPE FERRELL.

THE ESSEX CONNECTION The Valley Railroad of Essex, Conn., has begun operating a diesel shuttle train between its museum and steam excursion terminus at Essex and Amtrak's New York-Boston corridor depot at Old Saybrook. A refurbished m.u. car behind Valley's GE 44-tonner is the typical shuttle consist.

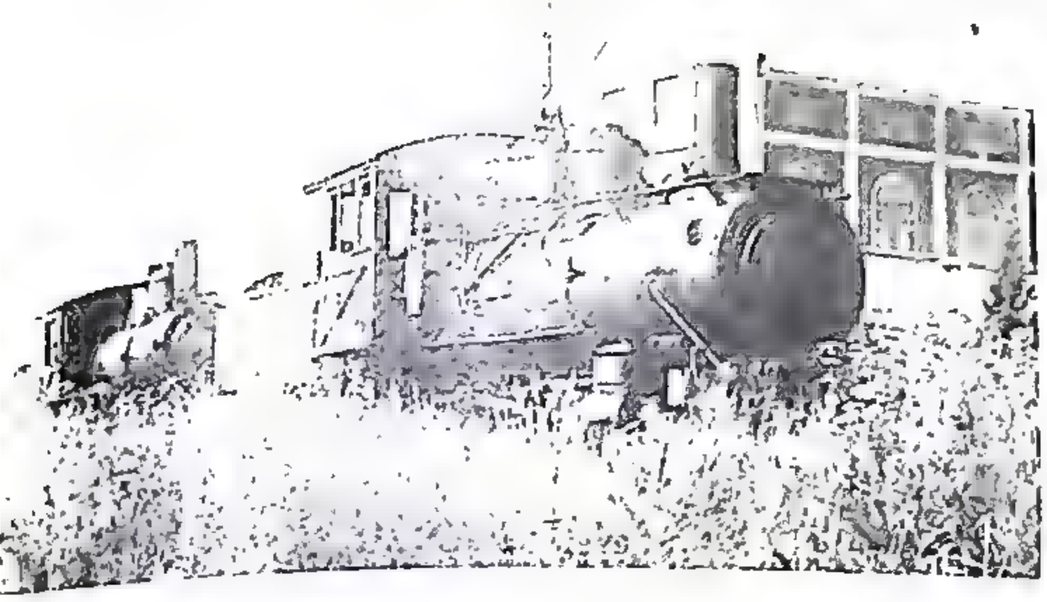
A MUSEUM FOR ALTOONA The Railroader's Memorial Museum was dedicated on September 20, 1980, the culmination of 20 years of effort by the citizens of Altoona, Pennsylvania. Adjacent to the old PRR main line across from the location of the former passenger depot, the museum's first locomotive acquisition was GGl 4913, purchased from Amtrak at a cost of $5000. The 4913 was one of the GGls to receive the red and gold pinstripe scheme and will be thus repainted in the hopefully near future. The 4913 was built in Altoona and retains its original number and unaltered carbody filters. Recognizing its special relationship with the city of Altoona, Conrail donated eight passenger cars to the museum (in bankruptcy, Conrail is not in a position to give away rolling stock, but these cars were donated since they were already stored near the museum site and would have required extensive work before they could have been moved to a scrapper).

NEW EXECUTIVES Robert B. Claytor has just taken over the presidency of the Norfolk & Western, succeeding John P. Fishwick, who was elevated to chairman. Claytor has been with the N&W legal department since 1951. His well-known older brother, W. Graham Claytor Jr., the current Deputy Secretary of Defense, was formerly the president of the Southern Railway. The man who replaced Graham Claytor as president of the Southern, L. Stanley Crane, will be stepping down from his position as chairman and chief executive officer of SR when he reaches that company's mandatory retirement age of 65 this fall. There is a strong indication that Mr. Crane may replace Edward G. Jordan as chairman and CEO of Conrail—WALTER A. APPEL.

"TOM THUMB'S" 150TH ANNIVERSARY In August 1830 Peter Cooper's experimental steam locomotive, later referred to as the "Tom Thumb", made its road tests, becoming the first successful American-built steam locomotive. Between August 24 and 28, 1830, Mr. Cooper's engine made a number of successful runs, climaxing in a run all the way from Baltimore to Ellicott's Mills and return, carrying the directors of the B&O Railroad and their guests. On August 24, 1980, the Chessie System held a re-enactment of that historic journey by operating its 1927-built Tom Thumb replica on that same 26-mile round trip to Ellicott's Mills—now Ellicott City—carrying the Chessie System board of directors, officials and invited guests, including two U.S. Senators, a Congressman and local political officials. The locomotive had a number of malfunctions in its running gear on the return trip—this was the longest run ever attempted for the 1927 replica—but the Tom Thumb made the run all the way under its own power. B&O Museum archivist John Hankey was the hit of the day with his authentic beard and Peter Cooper costume. In contacting the trainmaster's portable radio aboard the Tom Thumb, the dispatcher addressed the train as "Extra 1830 West."

NEW DIRECTOR FOR STEAMTOWN The controversial Bob Barbera stepped down as director of Steamtown U.S.A. at Bellows Falls, Vt., when he failed to reach agreement with the board of the Steamtown Foundation on a new contract. Although he will probably be best remembered for his outspoken battles with "freeloading" railfans and his threats to shroud the running gear of the locomotives on steam excursions (something he never actually did), Bob made some very substantial contributions to Steamtown, including the restoration of CPR 4-6-2 2317 and promoting the Steamtown Railfan Weekends with six engines under steam. He departs with the proposed move to Kingston, N.Y., still unresolved.

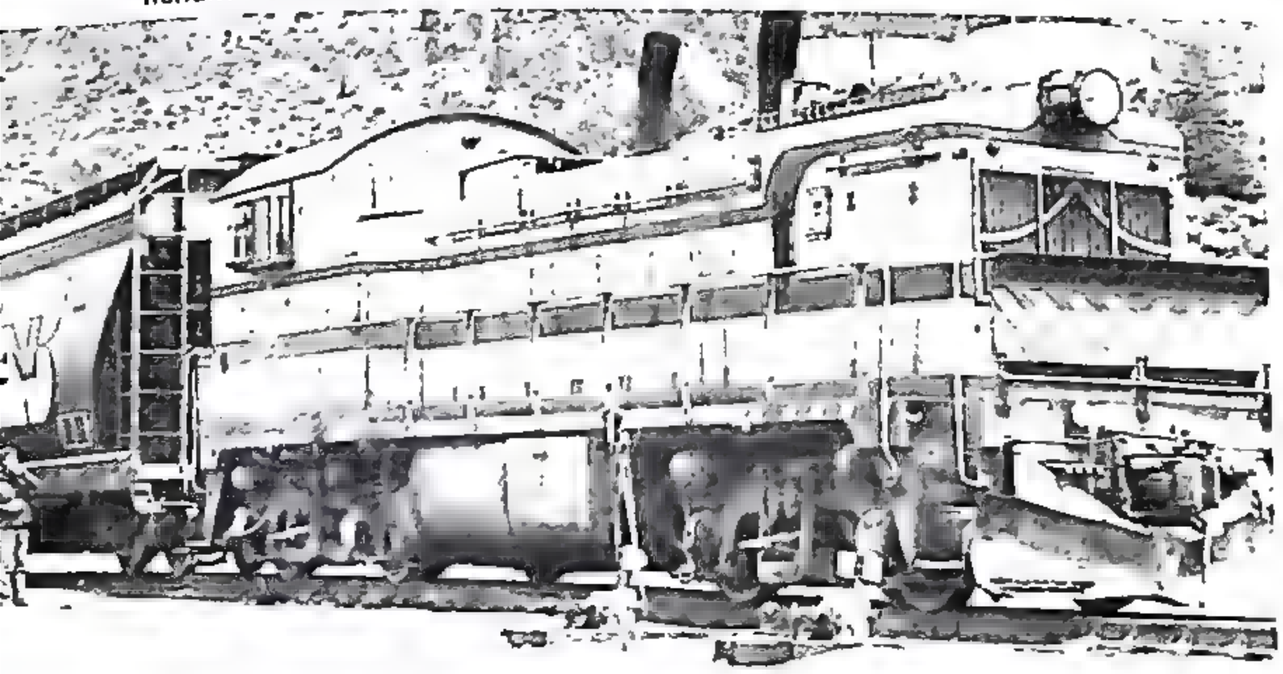
In September 1980 the executive committee of the Steamtown Foundation board of trustees unanimously elected Don Ball, Jr., to be the new director. A widely published railfan author and photographer, Ball has an extensive background in the railroad and railroad supply industries. He was vice president for government and business relations for the American Freedom Train Foundation where he was responsible for acquiring and refurbishing the rolling stock and was instrumental in getting T&P 2-10-4 610 into service. He had been a consultant on a number of railroad museum projects before accepting the position at Steamtown. Among recent changes at Steamtown is a new policy to encourage volunteers to work on the restoration and maintenance of the equipment. Steamtown will definitely remain in operation at Bellows Falls through 1981.



THE UPPER PENNINSULA of Michigan still holds some steam. Two Quincy & Torch Lake three-footers rest in Hancock (**above**) at the Quincy Mine, while in the same vacinity are Clint Jones' Keewenaw Central engines, (**right**) outdoors since the shed collapsed.

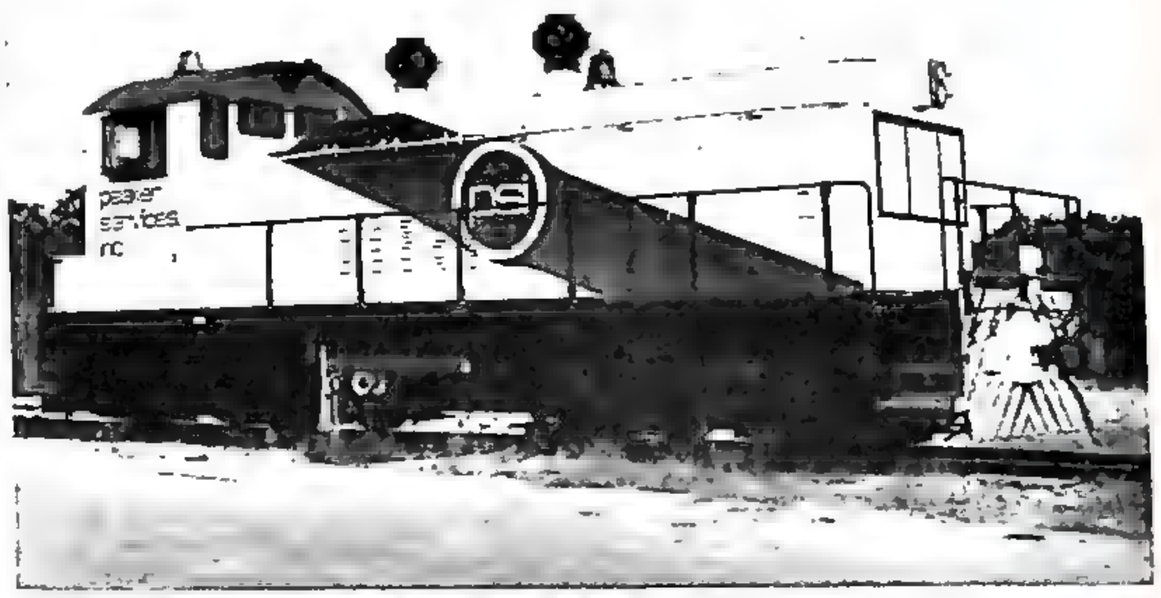
HUNGRY HORSE NEWS

TWO PHOTOS: MALLORY HOPE FERRELL



ANACONDA ALUMINUM is retiring this rare ex-GN NW3 switcher. The 181 has worked at Anaconda's Columbia Falls, Montana, plant since 1955.

JIM BOYD



A NEW NAME in the locomotive rebuilding business is Peaker Services, Inc., of Brighton, Mich. This upgraded NW2 was a former Union Pacific unit.

PEAKER SERVICES

"TOM THUMB'S" 150TH ANNIVERSARY was celebrated by the Chessie (**above**) with a run on August 24, 1980, from Baltimore to Ellicott City. **CN 6060** was put right to work upon arriving at Edmonton, Alberta. She visited Whitecourt (**below**) on August 24 with rare CN GMD1 1007.

RICHARD GLADULICH

A MUSEUM FOR ALTOONA became a reality on September 20, 1980, with its first locomotive, Amtrak ex-PRR GG1 4913, arriving on September 17. **THE ESSEX CONNECTION** is now complete (**below**), with a Valley Railroad shuttle train to the Essex museum from Amtrak at Old Saybrook.

ROSS PUGSLEY

JIM SHAUGHNESSY

THE ACE 3000

by Jim Boyd

Tomorrow's steam locomotive!

The artwork on the cover and these pages does not represent the dream of some dewy-eyed railfan bent on recapturing the beautiful steam locomotives of a lost youth. It represents over $300,000 of hard cash already spent by Ross Rowland and American Coal Enterprises, Inc., to assemble a highly and uniquely qualified design team to develop a workable coal-burning steam locomotive which can compete with today's and tomorrow's diesels on a pure dollar-for-dollar basis. It is the prototype for a family of machines that have the potential for making America's railroads completely independent of foreign oil.

The steam locomotive of the 1940s was a labor-intensive machine that was nearing the limits of the technology of its era. The diesel was—and is—a much more clean, efficient and *automatic* locomotive. A diesel can be run 24 hours a day and demand nothing more than a "gas station" for a servicing facility, or it can left alone for an hour or a weekend without human attention. This was definitely not the case with the 1940 steam locomotive. Even though it took two Geeps to replace one Mikado on a typical freight, we watched as diesels replaced steam locomotives on a roughly two steam for one diesel basis. Dieselization was accomplished on hard, economic reality. It was not a con job by General Motors.

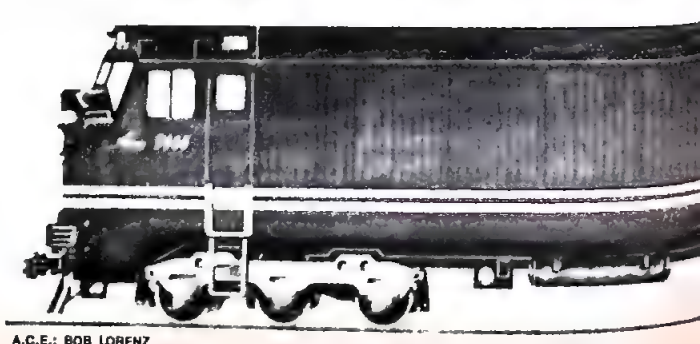
There have been a lot of technology advances since steam locomotive research and development ceased around 1950. Today we have power plants in even the most backward countries of the world using coal combustion furnaces and boilers utilizing design and performance concepts considered far too sophisticated for the 1950s. We have computers, reliable enough to be hurtled into space or blasted from the muzzle of a cannon. They can perform all the functions of a human fireman with infinitely more precision than even the most masterful steam-era veteran could accomplish—could any human fireman regulate the combustion chamber temperatures to assure total carbon combustion while keeping the nitrogen oxides within a prescribed limit? A "conventional" microprocessor can do that easily. There have been advances in metallurgy, welding quality control and computer design capability. The infinite permutations of driving wheel and rod counterbalancing formulas that generated generations of gray hair in Lima, Eddystone and Schenectady can be worked out in hours on a modern design computer.

What American Coal Enterprises has done has been to use this new technology to design a coal-burning steam locomotive that can compete with today's diesel locomotive and match its performance and maintenance economies in the real world of today's—and tomorrow's—railroads. The incentive for the change will be the ability of the locomotive to burn domestic coal at a cost far less than the price of oil today—to say nothing of the even greater price differential expected in the future. It will permit America's railroads to burn domestic coal directly, without having to run it through a costly synthetic fuel plant to turn it into a liquid petroleum substitute or require the astronomical expense of electrification, and it will permit at least this one transportation mode to free itself from the uncertainties of the world oil market and OPEC.

The ACE 3000

The locomotive designed by American Coal Enterprises is a reciprocating steam locomotive based upon known and proven technology that should be able to match the diesel in maintenance and operational cost, availability and overall performance while meeting any present or anticipated environmental requirements. It is essentially a steam locomotive designed to be monitored and controlled by a computer—a microprocessor. The crew will ride in a cab patterned after the "Canadian comfort cab", and the controls will be identical to those on any conventional diesel—that is, an eight-notch throttle—in addition to having a computer monitor panel of about the same complexity as the radio master units used today with remote mid-train "slave" units. It is designed for operation by one man, the engineer, and will be able to tend itself when not being manned.

The prototype ACE 3000 will be in the 3000-3600 horsepower range and should be comparable to a GP40 in overall



A.C.E.: BOB LORENZ

performance and operating cost. There is no radical new technology used in the engine, and all of its design elements are based upon tried and proven engineering. The boiler is a 300-p.s.i. fire-tube variety using an improved flue/superheater design; a water-tube design was discarded because there has never been a truly successful water-tube boiler used on a locomotive. Although future design considerations are anticipated, the steam or gas turbine-electric drive was forsaken on the prototype because a turbine is extremely inefficient in any throttle position other than full load, and because there, again, has never been a truly successful steam-turbine-electric. The ACE 3000 has been designed from its inception to be a reliable machine based upon conservative engineering that can be put immediately to work burning domestic coal.

The running gear of the ACE 3000 will have 54-inch drivers, a 4-8-2 wheel arrangement and four compounded cylinders. The running gear will be capable of 70 m.p.h. but is designed for optimum efficiency in the 45 m.p.h. range—a speed typical of the vast majority of today's freight trains, especially unit coal trains, where the ACE 3000 is expected to receive its initial acceptance. The two front high-pressure cylinders will drive the number two driver set, while the rear low-pressure cylinders will drive on the number three. While it will look like a 4-4-4-2 duplex from the outside, the number two and three main drivers will be connected with axle cranks and internal rods to make the running gear work as one dynamically-balanced unit. It is designed to be more "gentle" on the track than an SD40. Since the compounding negates the precision of poppet valves, the engine is equipped with the simplest and most proven value gear, a Walschaerts. The exhaust steam goes into a first-stage condensing ejector and is immediately reduced to high-temperature water. It is this hot water, not live steam, that is cooled in the "tender", thus avoiding the troubles and high maintenance of the famous South African condensing 4-8-4s. Incidentally, "tender" in today's lexicon has become "support unit".

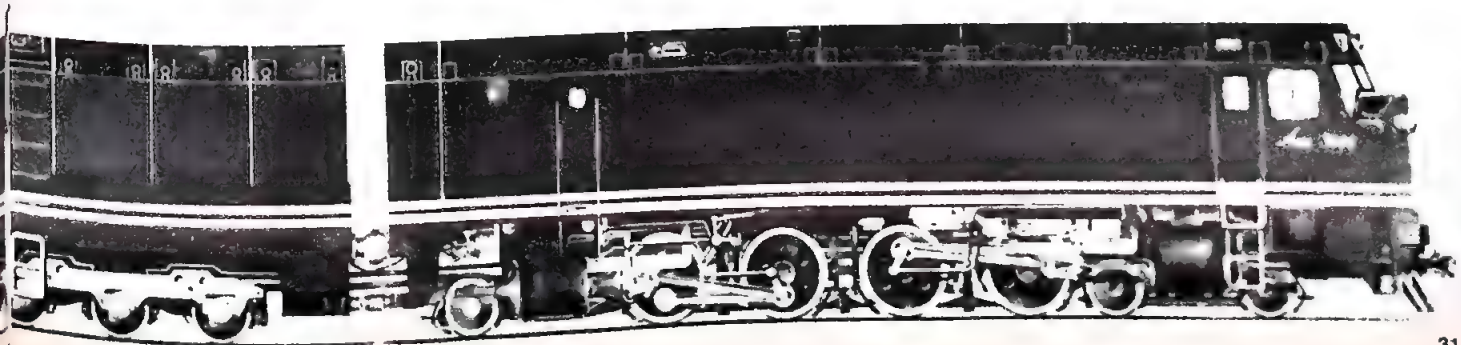
Since the steam is kept within a closed condensing system, a turbine-driven fan is used to draft the fire—and there will be no "choo choo" sound. The boiler is relatively compact and much more efficient than a conventional railroad steam boiler. Although it has fire tubes and a Belpaire firebox (easy, Pennsy fans), its firebox—"furnace"—uses a two-stage gasification burning process that achieves much higher thermal efficiency and burns the coal much more completely. What little particulate matter remains in the exhaust gas is caught in cyclonic dust collectors, and the relatively low burning temperatures of a firebox as compared to internal combustion cylinders will result in exhaust pollution well within any existing or anticipated environmental standards.

To avoid the need for expensive servicing facilities, the ACE 3000 has been designed from the beginning to fit right into today's existing servicing facilities. The low drivers and compact running gear will permit full running gear removal using only jacks and not requiring an overhead crane. The boiler and all major internal components—including the cabs—are modularized for quick and easy removal and replacement with maintenance done in the shop while the engine is back out on the road.

Coaling towers and ash pits every hundred miles are eliminated by using container-like coal packs on the support unit and an ash-removal pack on the locomotive. The support unit carries three eleven-ton coal packs that are placed on flatcars and loaded at the mine just like a unit train and then spotted at various engine terminals around the system. The loaded packs are exchanged for the empty ones in the support unit by a small crane in either a mobile or fixed facility. Lids on the coal packs will completely eliminate the dust problem in the servicing facilities.

The ACE 3000 will have a range of about 500 miles at average continuous output, or about 13 hours at full power with a two-ton coal reserve. The water capacity should be good for 23 hours at full power with a 1000-gallon reserve, or about 1000 miles. Because of the long range, water treatment can be maintained at much higher quality at fewer service locations, and high quality water will contribute greatly to reducing boiler maintenance. All servicing of water, lube, sand and drains are handled from ground level.

The ACE 3000 has been designed to be fully bi-directional, with a cab on both the locomotive and support unit; it does not need a turntable. It meets all AAR clearance/overhang limits for unrestricted interchange (Plate B), has a 60,000-lb.



maximum axle loading and takes a 20-degree curve without stress. In other words, it can operate on virtually any track in the country today. It can m.u. with any other ACE 3000s or any diesel unit or units, with the only qualifier being that the ACE 3000 must be the control unit so that the engineer has access to the computer read-out panel (even this could be remoted to a lead diesel if the customer desired).

The ACE design team

The people who have created American Coal Enterprises and designed the ACE 3000 in the past year include some familiar names in the rail field. Ross E. Rowland, Jr., chairman and chief executive officer of ACE, knows railroads and loves steam locomotives, but he is also an extremely successful senior partner in a New York commodity exchange firm. He knows business and politics and has a reputation for getting things done. Bill Benson, president and chief operating officer of ACE, is probably best known in the railfan field

AMERICAN COAL ENTERPRISES

A MODEL of ACE 3000, built by Bob Lorenz, is inspected by the American Coal Enterprises team. From left to right are Bill Benson, Bill Withuhn, Dr. David Berkowitz and Carl Hamilton.

for his incredible 31-day restoration of Reading 4-8-4 2101 for the *American Freedom Train,* but he is also an options specialist and an engineering cost accountant responsible for multi-million dollar budgets. He has a first-hand working knowledge of what it takes to keep a major railroad diesel shop running in addition to his practical experience overhauling steam locomotives.

The design team that Rowland and Benson have brought together in the past year to do the basic conceptual engineering on this new locomotive have impressive credentials. Livio Dante Porta was a student and colleague of the renowned French locomotive designer Andre Chapelon. Presently the manager of the Rio Turbio Railway in Argentina, he has devoted most of his professional life to improving the efficiency and performance of steam locomotives. Dr. David A. Berkowitz is a prominent physicist and expert in combustion and power plant engineering. He has extensive expertise in computerized instrumentation and control plus system modelling and simulation, testing, validation and performance analysis. Bill Withuhn holds masters degrees from Cornell in Business Administration and History of Technology. As well as being a trained industrial engineer, Bill is an active consultant in railroad operations and economics. In addition to being an experienced engineer and fireman on tourist railroad steam locomotives, Bill is a key partner in a railroad management consulting firm whose clients include a major railroad, five state governments, railroad shippers and a university. He is also a vice president of four designated operator railroads including the Virginia & Maryland and companion lines. Carl C. Hamilton was with Babcock & Wilcox from 1936 to 1979 and supervised the boiler installation, operation and maintenance of the N&W's *Jawn Henry,* a locomotive which proved that automated firing was workable and was sufficiently successful that the N&W had authorized its negotiating team to purchase 20 more if they could come up with the right price (the price was too high, and the N&W bought diesels, instead).

Financing and impact

The ACE 3000 is being developed by private capital, with no government funding. At present, $25 million is being raised to complete the design work, do all the necessary testing and evaluation and produce two prototype locomotives. The money is being raised in $5 million increments from (1) a major railroad, (2) a coal supplier, (3) a steel fabricator, (4) a boiler manufacturer and (5) a consortium of Wall Street investors. This is not "big" money as such research and development projects go, and it has already drawn intense interest from both the rail and coal industries. Full funding is anticipated by January 1981, and the two prototypes are expected to be rolling within two years after that. It expected that the prototypes will be constructed in a shipyard which has the facilities for constructing and testing boilers.

The ACE 3000 was introduced to the Senate Coal Caucus by West Virginia Senator Jennings Randolph on September 10, 1980, and made public the following day by Virginia Senator John Warner at the Richlands Coal Industry Show in Bristol. Within a few days presentations had been made to the Chessie System and the AAR, both of whom expressed serious interest.

This just may be an idea whose time has come. The railroads are unique in American transportation in being able to use coal directly as a fuel. As the price differential between diesel fuel and steam coal continues its drastic widening, the case for the coal-fired locomotive becomes stronger—and the railroads *have* had 150 years of experience with coal, so it's not really a new experience. Far more subtle economics prompted the total conversion to diesel power. If the ACE 3000 can deliver a steam locomotive that has the service characteristics of today's diesels, then the coal advantage should do the selling. America has the coal available and the idle miners looking for the work to dig it out of the ground. The feasibility of this locomotive has been confirmed by a study by the West Virginia University Energy Research Center, and the industry has available documentation of the ACE 3000's capabilities far more detailed than we've reviewed here.

Projecting inflation and cost over-run, with a 210-unit-per-year production capacity, it is estimated that by the mid-1980s an ACE 3000 would sell for just about $1 million per unit, and a typical six-motor diesel is in the $900,000 price range today.

Just about the time we were being introduced to the ACE 3000, we also received a press release from the Burlington Northern—whose diesel fuel costs have jumped 70% in the past year—speculating that the gross investment in electrifying 740 miles of line at a cost of $780 million was being reconsidered "because fuel prices have reached the level at which electrification would present an attractive return on investment." For *one-tenth* that figure, the BN could accomplish the same objective—conversion to a coal fuel—with 70 ACE 3000 locomotives. You see where the numbers begin to make sense?

The Ludington & Northern makes its living from a sand pile. **by Bob Lenardson**

The "other" L&N

PHOTOGRAPHY: BOB LENARDSON

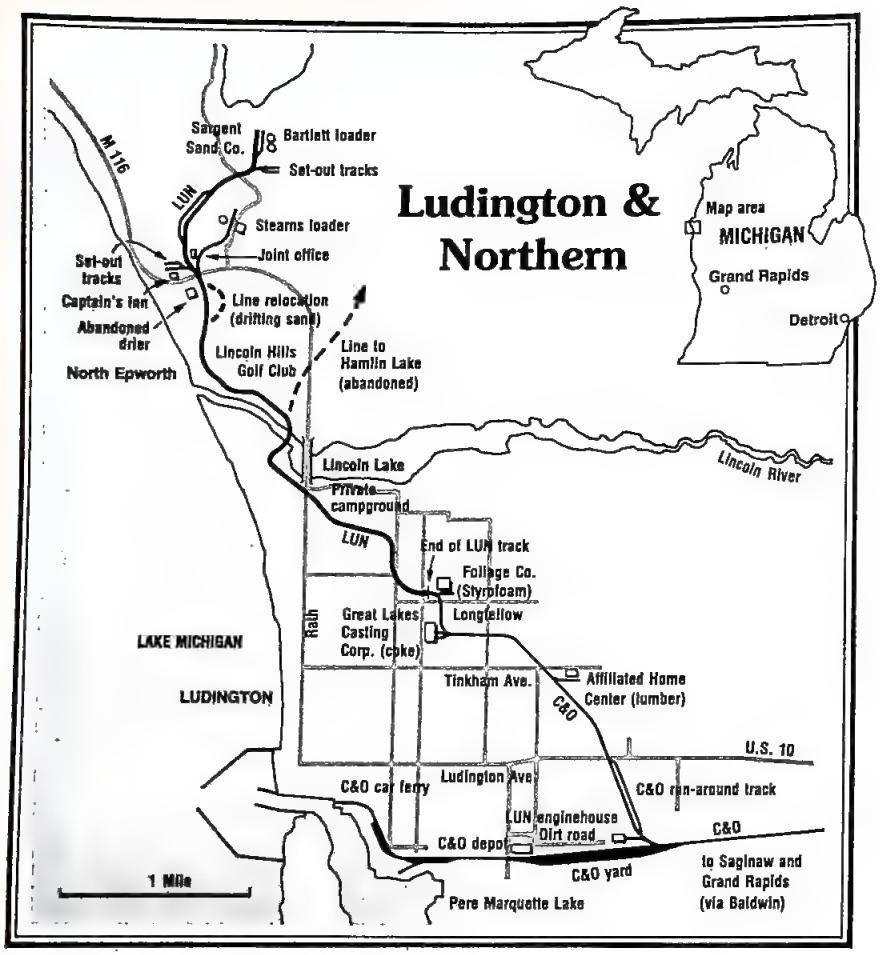
It's 7:00 o'clock on a cool July morning in Ludington, Michigan, as a three-man crew climbs aboard a bright red and yellow SW8 that's been idling in a patch of sand and scrub weeds that bears some evidence of the enginehouse that burned down back in May of 1970. Wearing the neatly lettered name LUDINGTON & NORTHERN on its hood and a large 16 on its cab, the SW8 was built new for the railroad by EMD in 1951, and its colorful paint scheme, with nose stripes and classic proportions, is an obvious product of La Grange's styling section. This "other" L&N is no Conrail-era creation but a traditional short line dating back to the turn of the century. Stretching 3.8 miles north from Ludington to North Epworth along the eastern shore of Lake Michigan, the L&N exists to ship one commodity: sand.

Brakeman Skip Schoemate aligns the switch for the Chesapeake & Ohio iron while engineer Leon Tenney eases out the throttle and conductor Joe Taibl checks over his bills for the empty covered hoppers waiting on the C&O run-around track. The Chessie's "North Branch" runs about two miles northward through Ludington from the old Pere Marquette yard, and the L&N uses the C&O track in town. After coupling onto about twenty empties left by the C&O the night before, the SW8 heads northward—on the front and hood forward—over the C&O for about two miles. There is sand everywhere you look, and you are constantly reminded that you're never more than two miles from the shore of Lake Michigan.

After "accelerating" to five miles per hour, the train swings into its first curve and turns west toward the lake. After passing the only three industries on the C&O's North Branch, the tracks now parallel Longfellow Street. This is where the C&O ends and the L&N begins, with only a sign reading LUDINGTON & NORTHERN YARD LIMITS to formally mark the transition.

Continuing west, then north and again west, the SW8 rolls its empties through a private campground. Its very

HEADED HOME with sand loads, 16 enters Ludington (**above**) on C&O iron. At the M-116 crossing in North Epworth (**below**), it passes an unusued dryer in the dunes.



unpleasant-sounding horn brings campers from their tents and trailers to find out what has invaded their woods at 7:30 in the morning. Crossing Michigan Highway 116, it has enters a very exclusive resort community called Epworth Heights, developed by the Methodist Church.

With a tight curve to the northeast, the line rounds Lincoln Lake and crosses the Lincoln River on a pile trestle before climbing out of the river valley in a series of reverse curves. Behind the Lincoln Hills Golf Club the tracks lose sight of the highway as they continue their climb to North Epworth, the site of the sand pits.

Once the train curves eastward and crosses back over M-116, it leaves the L&N tracks for those of the Sargent Sand Company—though the L&N maintains the Sargent Sand trackage, it doesn't own it. There are two loaders at North Epworth, the Bartlett and the Stearns. Sargent Sand leases the property from local landowners, and the loaders bear the names of those owners, the Bartlett being the one at the northeast end of track and the Stearns on a spur to the southeast of the office. Just east of M-116 is the metal office building shared by Sargent Sand and the L&N Railway. With its corporate headquarters in Saginaw, Sargent Sand is owned by Rollin Sargent, and it is his sister, Margeret Sargent, who owns the L&N Railway. Sargent Sand also owns a sand mine in Yuma, Michigan, about twenty miles north of Cadillac on the Ann Arbor.

Although officially considered sand "mines", the North Epworth pits are for the most part surface operations with the sand being excavated by large end-loaders. Some of the sand, however, is pumped from underground, and this pumping has begun to form a lake that will be 16 to 20 acres in area and 65 feet deep. Almost all of the sand mined here goes into the casting of automobile engine blocks, and the actual volume of business is tied rather closely to the prosperity—or lack of it—of the automobile industry. Normally, the railroad hauls an average of 150 cars per week in a five-days-a-week operation. The specific number of cars per day is usually determined simply by the number of empty cars supplied by the Chessie.

Upon arriving at North Epworth, the SW8 will run around its train and begin to work the two loaders. On this day, eight loads are to be picked up from the Bartlett and twelve empties spotted back, and ten empties will be swapped for ten loads at the Stearns. To be positioned for loading, the empties are pulled through the Bartlett with a winch, while at the Stearns, an end-loader pushes them through like a switch engine.

All of the switching is taken care of before the SW8 makes its first trip back to Ludington and the C&O with its loads. There are 18 loads out today, but ten is about the limit for the SW8 over the hilly and curving line. The steepest grade is just across M-116 west of the office, and Skip Schoemate walks ahead of the struggling switcher spreading sand on the rail. With ten fully-loaded 100-ton hoppers in tow, the SW8 fights for a grip on the rails as it works around the curve past the abandoned sand dryer where once sat Mount Baldy, the highest sand dune in the area.

The rest of the trip is relatively uneventful, with the SW8 running with its cab forward. Once back at the C&O run-around track in Ludington, the ten loads are set out and the SW8 returns light to North Epworth to bring down the remaining eight loads. During a busy season, the L&N may make as many as three drags per day and may occasionally work on Saturday.

History briefs

The Ludington & Northern Railway was incorporated on July 18, 1901, and built a line from Ludington to the North Bayou of Hamlin Lake. Steam dummies and open coaches carried passengers to make a ferryboat connection on Hamlin Lake. The traffic was not tourists but mostly residents of the rapidly developing resort area traveling to and from town. In 1908 the L&N boasted of 100,000 passengers in 4000 trips without a single accident. The June 1916 *Official Guide* describes the business as follows: "During the Summer Season 21 passenger trains are operated daily each way between Ludington and Ep-

WITH LAKE MICHIGAN on the horizon beyond the sand dunes that provide the railroad its livelihood, the SW8 makes a morning pull of cars from the Bartlett loader, the more heavily used of the two on the line. A winch is used to position cars for loading at the facility. Two miles below North Epworth (**below**), the train crosses the line's only bridge, over the Lincoln River.

worth (2½ miles), and eight trains daily each way between Ludington and Hamlin Lake (7½ miles)." It also mentions connections at Ludington with steamer lines for Chicago and Milwaukee.

The automobile, which would provide an almost unending market for the area's sand in following years, drove the L&N out of the passenger business in June 1919 when the roads improved. A portion of Lake Shore Drive at Hamlin Lake is built on part of the old L&N right-of-way. The line to the sand pits at North Epworth was built as a branch, and that is the line that exists today except for a half-mile relocation forced on the railroad by blowing and drifting sand.

Equipment

On March 5, 1951, the shiny new EMD SW8 16 replaced Ludington & Northern 27, a 1904-built Alco 0-6-0 which had previously belonged to the Manistee & Northeastern before going the the Pere Marquette and ultimately to the L&N. The SW8 has been the only engine on the roster since that day. A C&O switcher is leased any time the 16 is tied up for major servicing.

The colorful little unit was almost lost, though, on May 31, 1970, when the Ludington enginehouse burned to the ground, leaving nothing but a steel skeleton behind. According to L&N Superintendent Ken Howell, it was a very alert C&O switch crew that first saw the enginehouse ablaze and used their switcher and a couple of freight cars to smash down the doors and couple onto the 16. They pulled it from the fire and saved it from total destruction. The 16 is still parked within the foundation of the old structure on weekends and evenings. The L&N leases the enginehouse property from the C&O and pays $200 per year for running rights over the two-plus miles of the C&O North Branch.

Until recently, the SW8 and a red pickup truck were the only equipment the L&N owned, although it would lease

EPWORTH HEIGHTS, with its typical resort homes, forms the background across the Lincoln River as the southbound train negotiates the sandy track at its 5-m.p.h. speed limit. The enginehouse alongside the Chessie (**below**) burned down in 1970, but the 16 still parks within its remains at Ludington. The metal building (**bottom**) at North Epworth houses the offices of both the Ludington & Northern and Sargent Sand Company.

maintenance-of-way equipment to take care of its 2.79 miles of 90-lb. rail. Equipment registers dating back to the 1920's carry no listing of the Ludington & Northern, so apparently the problem of reporting mark conflicts with the Louisville & Nashville was of little concern. The FRA register, however, has assigned "LUN" to the Ludington & Northern, and early in 1980 those reporting marks were applied to 150 leased covered hoppers. But don't look for any of those cars around Ludington; they're being used elsewhere, and Superintendent Howell says he's never even seen one, "although we get a lot of calls wondering what the heck that LUN stands for."

The Chessie connection

Most railfans know that Ludington is the Michigan port for the C&O's Lake Michigan carferrys, and they are by far the biggest and most popular attractions in the area. The C&O serves Ludington on its old Pere Marquette main line from Saginaw with one through freight each way a day. In its consist will be tank cars for Dow Chemical, general merchandise for the carferrys and covered hoppers for the Ludington & Northern. The C&O serves three customers on its North Branch spur, in addition to the L&N. Great Lakes Casting Corp., which receives coke, is the most frequently served, while the Foliage Co. gets plastic foam and Affiliated Home Center receives lumber. The branch is worked by the Ludington East Yard switcher, which pulls the L&N loads and replaces them with empty covered hoppers. The outbound L&N loads are then blocked into that night's eastbound C&O freight LS-1, although a few sand loads may be dispatched westward on one of the ferrys.

So, the next time you're in Ludington to catch the carferry action, don't overlook the "other" L&N. The chase is leisurely and the scenery attractive, and you can follow the train in the morning and still catch the afternoon boat for Milwaukee or even join the family for some time at the beach.

The last Greenbrier

by Jim Boyd & Tom Dixon

TWO PHOTOS, C&OHS: STEPHEN MORRILL

THE VIRGINIA SECTION of the *George Washington,* No. 41, departs Richmond in 1949 behind the last Greenbrier, J-3a 614.

The Great Depression was easing, and the Chesapeake & Ohio Railway was beginning to feel a resurgence in its passenger business. In addition to increased patronage on its traditional premier train, the *F.F.V.* (named after the aristocratic First Families of Virginia), the C&O had recently introduced its Washington-Cincinnati *George Washington* and the Newport News-Detroit *Sportsman.* Pacifics and 4-8-2s frequently had to be doubleheaded to maintain the schedules, and the time was ripe for new passenger power. The Timken Company's famous Alco-built "Four Aces" 4-8-4 1111 had completed a very successful demonstration tour on the C&O in 1930, and there's little doubt that its performance was a big influence in the C&O selecting the 4-8-4 wheel arrangement for its new passenger engines.

In 1929, the four railroads under the control of the Van Sweringens of Cleveland (C&O, Pere Marquette, Nickel Plate and Erie) had formed the Advisory Mechanical Committee (AMC) to coordinate their motive power purchases. One of the committee's first accomplishments was the C&O T-1, a huge and effective 2-10-4 extrapolated from the Erie's already proven 2-8-4. In 1934 they condensed the C&O 2-10-4 to produce the basic design for the Nickel Plate's destined-to-become-legendary 2-8-4s. The AMC was proving to be very adept Power and molding it to fit the specific needs of its parent railroads.

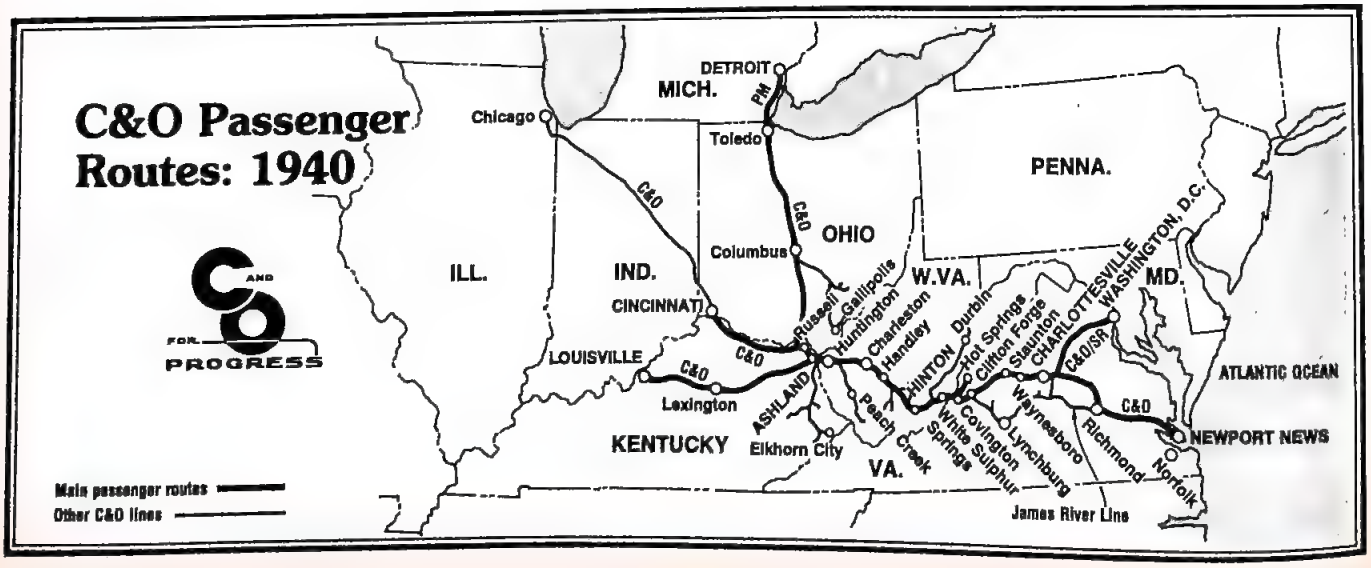
It was to the AMC, therefore, that fell the task of creating the C&O's new passenger engine. They took into account the fact that the C&O passenger main was divided roughly into three segments: the relatively gentle Virginia

C&OHS: W.R. OSBORNE

ville from Washington, D.C., and Newport News; the "mountain" segment over the Blue Ridge and Alleghenies to Hinton, in the New River Gorge; and the comparatively flat water-level lines west to Cincinnati and Detroit (the hilly line to Louisville was regarded as a "connecting service"). The new 4-8-4s were designed for the mountainous middle segment between Charlottesville and Hinton, where they could then release the 4-8-2s to replace Pacifics on the heavier trains on the less demanding portions of the line.

In mid-1935 an order was placed with Lima for five heavy, 72-inch drivered 4-8-4s. The C&O J-3s, 600-604, were the first 4-8-4s built by Lima. They were similar in overall appearance to the Timken engine and reflected the C&O styling of its Lima 2-10-4s. Aristocrats from their inception, the elegant passenger engines individually bore the names of Virginia statesmen (600, *Thomas Jefferson;* 601, *Patrick Henry;* 602, *Benjamin Harrison;* 603, *James Madison;* and 604, *Edmund Randolph*). No railroad headquartered in Richmond, Virginia, would dare tarnish such Southern heritage by calling the entire class "Northerns", so the 4-8-4 wheel arrangement on the C&O was given the name "Greenbrier" in honor of the West Virginia river and C&O-owned resort hotel of the same name.

The home of the Greenbriers was the 175 miles between Charlottesville and Hinton, where they handled trains up to 13 cars single-handedly on grades up to



J.I. KELLY

THE FIRST GREENBRIER, J-3 600, was wearing the George Washington cameo on its smokebox (**left**) as it doubleheaded with a J-2, 4-8-2 on the long standard consist of the *Sportsman,* making about 60 m.p.h. westbound out of Charlottesville, Va., on September 7, 1936. In the 1940s all the earlier Greenbriers got the C&O's "new look" with lowered headlight and high number boards. The 600 had been bumped from passenger service by E8s by 1952 (**above**) and went to work hauling freight on the James River line.

1.52%. The line crossed the Blue Ridge between Afton and Waynesboro, Va.; the Shenandoah Range west of Staunton at North Mountain; and the Alleghany Summit on the Virginia-West Virginia state line just east of White Sulphur Springs, W.Va.

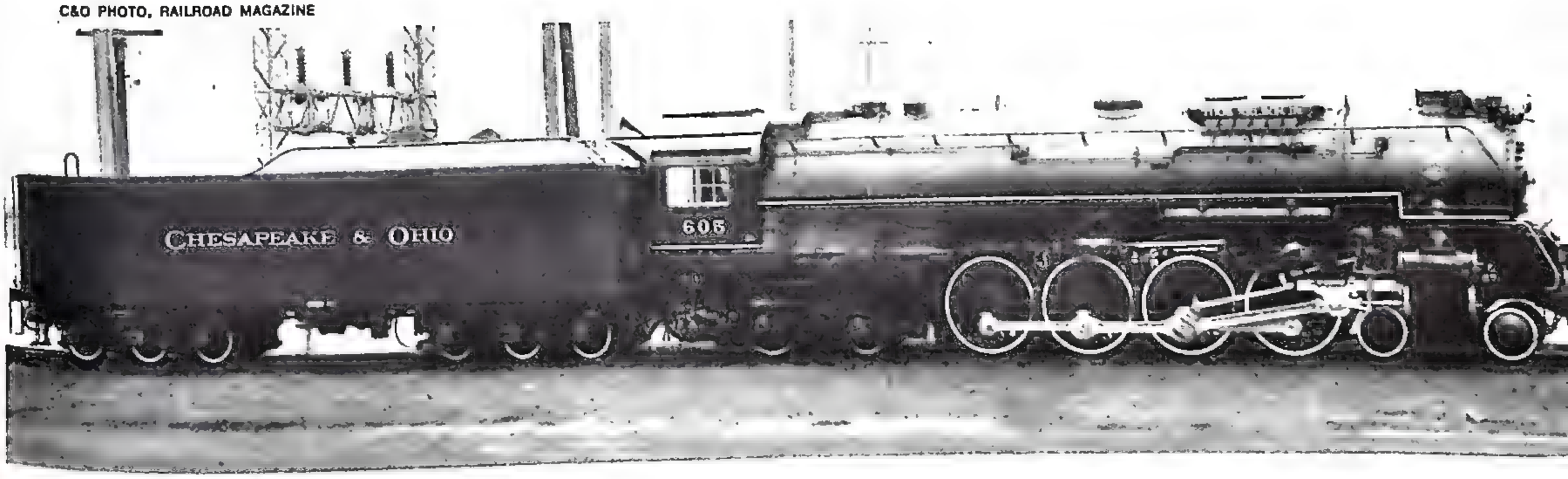
The general pattern of passenger operation was to have each of the three big trains originate a section out of Washington, D.C., and Newport News, Va. These sections would be taken behind a Pacific or 4-8-2 to Charlottesville, where they would be combined into one big train to be moved over the mountains to Hinton behind a Greenbrier. Smaller power would again take over at Hinton for the run down the New River Gorge, through Huntington to Ashland, Ky., where the trains would be split into sections for Louisville and Detroit or Cincinnati. Thus, the Greenbriers got the heaviest trains and roughest terrain.

In 1941 the C&O took its next step in passenger power development; to replace aging Pacifics on the east and west ends, the C&O ordered eight massive L-2 Hudsons from Baldwin. They followed that with an order for two more Greenbriers in 1942. It was on these two orders that the C&O first applied its distinctive low-headlight "face" to new locomotives. Apparently derived from the success with low-mounted headlights on its articulateds, this unique arrangement was tried out on Mikados as early as the mid-1920s, and by the late '30s was standard on most C&O Mikes, Pacifics and Mountains. By the early 1940s, even the original J-3s had their headlights dropped to a position between the air pumps on the pilot beam and their smokeboxes graced with handsome oval number plates.

The two J-3s of 1942 differed from the original J-3s in more than just the "face". The originals' cast steel pilot was replaced with an older-looking fabricated one, and the Walschaerts valve gear gave way to a Baker. Like the C&O 2-10-4s and NKP Berks that the AMC had designed in the same era, the original J-3s had their steam domes forward of the sandbox, nearer to the front-end throttle to permit more efficient steam passage. The theory worked fine on flat-land engines like the T-1s and Berks, but when its long boiler tipped downhill from the top of a mountain, the C&O J-3s had a nasty habit of drowning their dry pipes if the crew was carrying their water a little too high. This problem was resovled by moving the steam dome back to its traditional position behind the sandbox on the 1942 engines. Keeping with tradition, though, the 605 and 606 were given the names *Thomas Nelson, Jr.,* and *James Monroe,* respectively.

With its new L-2 Hudsons and additional Greenbriers on order, the build-up of World War II found the C&O reasonably well prepared from the standpoint of both passenger and freight power—especially with the de-

C&O PHOTO, RAILROAD MAGAZINE



FRESH FROM LIMA in 1942, the 605 was one of two wartime J-3s. Heaviest of all the C&O 4-8-4s, the 605 and 606 had Baker valve gear instead of the Walschaerts of the original five and had the steam dome moved back to a position in the center of the boiler. The 1942 J-3s were the first new power to wear the low headlight but, notice, no high number boards. Although wartime engines, the pair exhibited their aristocratic breeding with names *Thos. Nelson, Jr.,* and *James Monroe.*

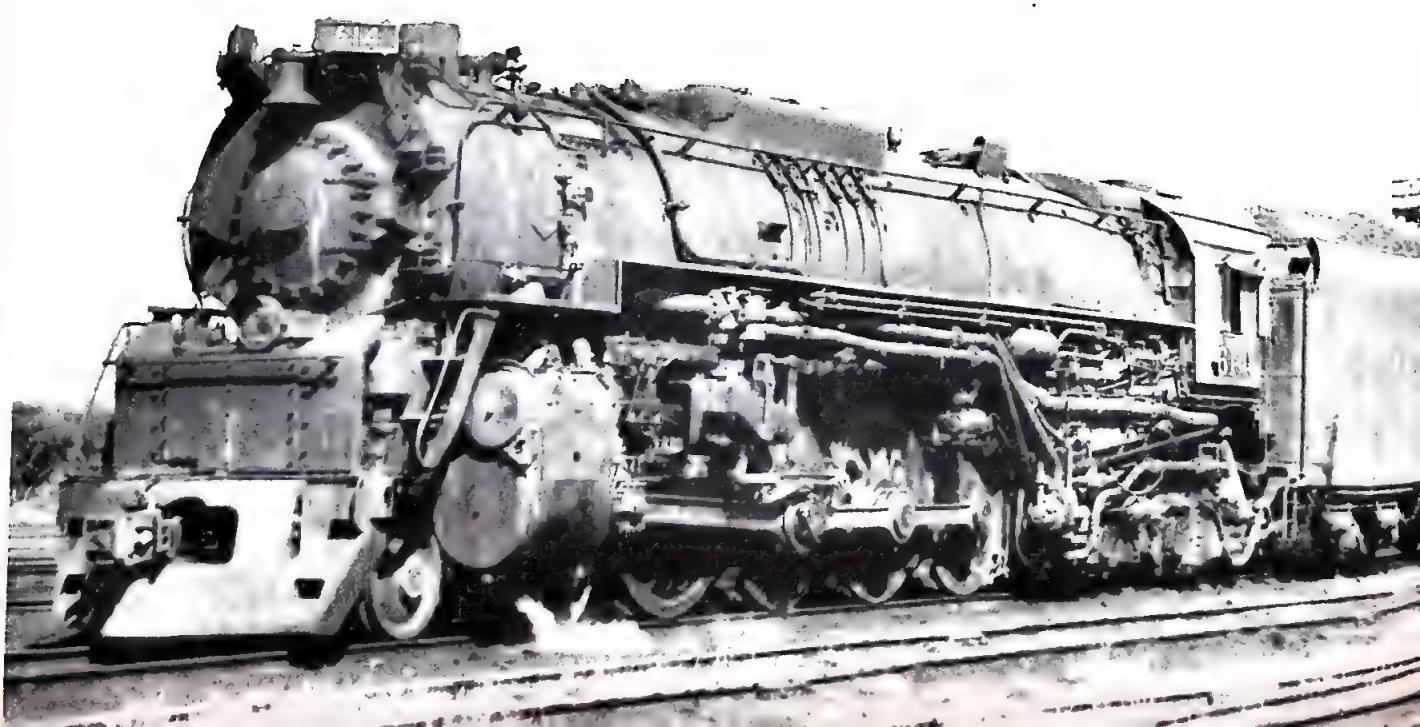
C&OHS: STEPHEN MORRILL

DELIVERED ON JUNE 29, 1948, J-3a 614 was the C&O's last 4-8-4. In the winter of 1949 the 614 was in charge of No. 42, the eastbound Virginia section of the *George Washington,* at the east end of Fulton Yard (**above**) in Richmond. Retired by diesels in 1953, the J-3a's were in storage until the coal boom of 1955 brought the resurrection of 610 and 614. The pair was on the ready track at Russell, Ky. (**below**), in June 1955.

livery of the first of its massive Lima-designed 2-6-6-6s already under way. The aging Mikados that handled most of the C&O's "flat land" freight traffic, however, were in need of younger help. The AMC already had plenty of experience with just such a locomotive, the 2-8-4. By adding a booster to its already proven Nickel Plate and Pere Marquette 2-8-4 design and moving the steam dome back behind the sandbox, the AMC created a standard yet distinctive C&O 2-8-4. The first K-4 "Kanawhas" were ordered from Alco in 1943, and they carried the same low-headlight "face" of the Greenbriers and Hudsons.

The Kanawhas were to be the C&O's last new steam freight engine design. During and after the war, a total of 90 K-4s were built by both Alco and Lima, along with traditional "1200s" for the Pere Marquette, whose 2-8-4 fleet ultimately totalled 39 (the PM was merged into the C&O on June 6, 1947). The C&O continued to buy the massive 2-6-6-6 Alleghenies until the 60th was delivered in December 1948.

But such was not the case in the passenger business. The C&O's aggressive and youthful Chairman Robert R. Young saw the passenger train as the showplace for the railroad and wanted to do something dramatic—that formula on other railroads had translated into diesel-powered streamliners, but such would heresy on the coal-oriented C&O. Mr. Young's idea was *The Chessie,* a fast, deluxe all-coach streamliner between Washington and Cincinnati, with connecting trains to Newport News and Louisville. Main line power



for *The Chessie* was to be three incredible steam-turbine-electrics, with five streamlined Hudsons rebuilt from F-19 Pacifics for the connecting trains.

Baldwin built the three turbines, 500-502, in 1947 and '48, and the Huntington Shops rebuilt the five F-19s, 490-494, into L-1 4-6-4s in 1946 and '47. Both the turbines and L-1 Hudsons shared a similar bulbous prow-like shroud in orange and stainless steel (except the 494, which was converted to an L-1 4-6-4 but was never streamlined). Alas, *The Chessie* was stillborn, and the turbines had a brief but troubled career working the *Sportsman, F.F.V.* and *George Washington* alongside the Hudsons and Greenbriers before being sold for scrap in 1950. The L-1 Hudsons were used interchangeably with the L-2s along with a handful of Kanawhas to replace the remaining Pacifics and Mountains east of Charlottesville and west of Hinton.

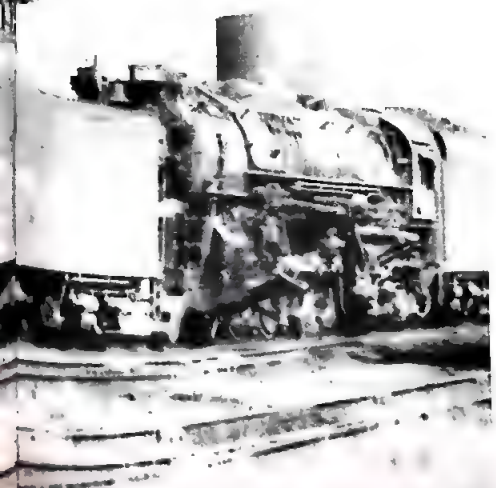
To free the 2-8-4s from passenger duty and return them to freight service where they were badly needed, the C&O decided to buy more new passenger engines. This was now 1947, and the E7 and F3 were already proven models in EMD's catalog, but the C&O was still convinced that there was a good future for the coal-burning steam locomotive. Thus, the C&O's new passenger power would be five more big Hudsons and five more Greenbriers.

The 1948 J-3a Greenbriers and L-2a Hudsons shared some new similarities and had some interesting differences. The fronts of both locomotives were extremely modern in appearance with a massive solid pilot replacing the earlier fabricated or slatted cast versions. Air line after-coolers were added between the air pump shields and covered with a neat aluminum grill. Thus displaced from its little platform between the pumps, the headlight was moved up slightly to rest atop the after-cooler grill. Both engines also had the steam dome and sand box grouped into one unit atop the boiler. Both were fully roller-bearing equipped, including lightweight rods with rollers on the cranks.

C&OHS: STEPHEN MORRILL

WESTBOUND NEAR RICHMOND in 1949, Greenbrier 614 is handling No. 41, the Virginia section of the *George Washington* 340 miles from Newport News to Hinton.

C&OHS: GENE HUDDLESTON



The big differences showed up in the running gear, however. The Greenbriers retained the Baker valve gear but got box-pok drivers, while the Hudsons retained the lacy spoked drivers but had Franklin poppet valves driven from the main driver crank. The C&O was apparently pleased with the results of the crosshead-driven poppet valves on the rebuilt L-1 Hudsons and opted for the poppets on the L-2a's. Although it would have been logical for the Greenbriers to also have been equipped with poppets, informed speculation suggests that the Greenbriers were being used as a conventional "control group" to compare with the poppet Hudsons. There would have been an even greater difference between the two groups had the original specifications for the Greenbriers not been changed: The initial order called for them to be streamlined in a manner similar to the L-1s!

The five J-3a Greenbriers were delivered in the summer of 1948, carrying numbers 610-614. Similarly, the L-2a Hudsons were numbered 310-314, both leaving number gaps between themselves and their predecessors. The L-2a's were Baldwin's last Hudsons, and the Greenbriers were Lima's last 4-8-4s—especially ironic, as the original Greenbriers were Lima's first 4-8-4s. The 614 carries the honor of being not only Lima's last 4-8-4 but also the last 4-8-4 built by a commercial builder for U.S. use. N&W's 613, built in 1950 in Roanoke, was the nation's last 4-8-4, while Lima's last steam locomotive was NKP 2-8-4 779 in May 1949. Interestingly, neither L-2a 314 nor J-3a 614 was C&O's last new steam locomotive; that honor goes to the 1309, a 1910-design H-6 compound 2-6-6-2 of September 1949—also Baldwin's last steam locomotive built for U.S. service.

The J-3a Greenbriers were immediate successes, and the crews liked the characteristics of their roller bearing running gear. Immediately stepping into the top main line passenger assignments, the J-3a's had their runs extended from Hinton through Charlottesville all the way to Newport News, 340 miles one way. Their 72-inch drivers were increased to 74 inches through the expedient of installing one-inch thicker tires, a conversion also done to all the earlier J-3s (this had apparently been anticipated in the original J-3 design by properly spacing the drivers in the frame to allow for the bigger tires).

The glory days of the J-3a's were short, however. They arrived on the railroad just in time for a strike-plagued year for coal and an across-the-board capitulation of all three of the big steam manufacturers. The C&O's new president, Walter J. Tuohy, in spite of his previous position as vice-president of coal traffic and development, began

dieselizing in 1949 and had enough EMD E8s to handle all main line passenger assignments by January 1952.

Whereas the Hudsons were virtually useless for anything but passenger service and faced immediate retirement, the Greenbriers were a fine dual-service machine, in spite of their almost-exclusively passenger careers, and found ready service in replacing 2-8-2s on the James River line where bridge restrictions had kept Kanawhas away due to their slightly greater axle-loading. But even this lasted only a little over a year, and 1954 found all the Greenbriers either in storage or slated for scrap. The railroad was in the grip of the post-Korean War recession, and it looked like the end had come for C&O steam.

In 1955 the traffic began to pick up, and by mid-year the C&O was caught in a coal boom. Any steamers that were in good enough shape to answer the call were reinstated to service. Of the Greenbriers, this was only the 610 and 614. From the summer of 1955 through the summer of 1956, the two J-3a's handled coal and manifest freight between Russell, Ky., and Handley, W.Va.

The C&O was caught in such a motive power bind by mid-1955 that it leased ten retired 4-8-4s from the Richmond, Fredericksburg & Potomac. The RF&P "Statesmen", 613-622, not only shared similar numbers to the C&O Greenbriers, but many of them carried the names of the same famous Virginia statesmen as the earlier Greenbriers. All of this was simply a historian's curiosity except for the fact that the C&O found itself with two similar 4-8-4s operating over the same territory with the same number: 614. To resolve the problem, the C&O simply renumbered its 614 as the 611, since the C&O's original 611 had already been retired. Some paint on the side of the cab and a quick chisel job on the oval number plate changed the "4" into a "1", and the task was complete. So from July 1955 until it was withdrawn from service in mid-1956, the 614 ran as the 611. The last steam on the C&O was a compound 2-6-6-2 working the coal branches out of Peach Creek, W.Va., in October 1956.

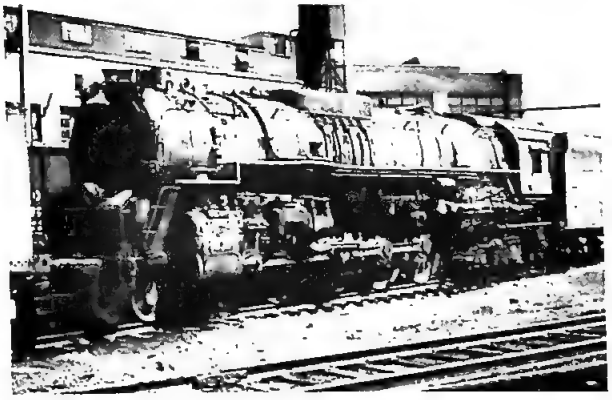
As the cutting torches did their work on the lines of rusting hulks that dotted the C&O system, it was finally four engines that remained apparently forgot-

MANIFEST "ADVANCE 92" was leaving Russell (**below**) behind the 614 in June 1955, and that same month the J-3a was on a less auspicious consist near Barboursville (**right**). In July 1955 RF&P 4-8-4 614 arrived for the same Russell-Handley freight service, and the C&O 614 was renumbered 611 to avoid the conflict. Finally retired in 1956, the "611" rusted at Russell (**below far right**) until the 1970s.

TWO PHOTOS: C&OHS: GENE HUDDLESTON

ten outside the Russell roundhouse that looked like they'd be the last to go. As late as 1969, 2-6-6-6 1604 had shared their track, but it was immaculately restored in Huntington Shop and presented to the Roanoke Transportation Museum. That year the "611" was the last Greenbrier, and in her company were 2-8-4s 2705 and 2781 and 2-8-2 1189. Although there were other engines still stashed inside roundhouses slated for preservation, that quartet at Russell was apparently doomed. In the early 1970s the 2781 and 1189 were scrapped, but the "611" and 2705 were cleaned up and presented to the B&O Museum in Baltimore. Wearing a less-than-splendid paint job and missing much of her "jewelry", the "611" was preserved if not particularly presentable. There was talk about using her on the *American Freedom Train* and the *Chessie Steam Special,* but nothing came of either.

Then, on March 7, 1979, the old C&O roundhouse at Silver Grove, Ky., across from Cincinnati, burned down, severely damaging Ross Rowland's ex-Reading *Chessie Steam Special* 4-8-4 2101. Few suspected it would be the 614 that would arise from those ashes, not the 2101. But that's another story—and it begins on the following page.



JIM BOYD

JOHN TERRY

614

steams for safety

Part One: The drama begins in the Hagerstown roundhouse. **by Jim Boyd**

The sound had been with us ever since she broached Hitchcock Tunnel, and by now it was almost filling the valley. Rolling black smoke over the trees was our first visual contact, and it was only moments later that the shiny black face popped into view in the bright sunlight. Chesapeake & Ohio J-3a Greenbrier 614 was slugging it out with the Baltimore & Ohio's infamous 17-Mile Grade on September 20, 1980. She was marching uphill at about ten miles per hour with sanders dusting the rail and a plume of steam enveloping the trailing truck, indicating that the booster was hard at work. As the locomotive thundered past, I could see that the Baker valve gear was near full forward. Ross Rowland was at the throttle wearing his cap backwards and goggles to protect against the cinders. Road Foreman Lou Geiger was looking over his shoulder and waved as he passed.

Then *we* started to move. I was the guest this day of the Hopewell Productions TV crew, and Rich Melvin and I were on the platform atop their Dodge van on the maintainer's access road at Strecker, about mid-point on the grade. We were on the road with the cooperation of the Chessie police and with the permission of the railroad. Dave Hanna was driving—no cameras, and linked to Rich on the roof with a two-way intercom headset—while Grant Geist and I worked the still cameras and Rich manned the color videotape camera. Pulling up from behind, it was now our turn to overtake the hard-working locomotive. The sound was all-encompassing but not painfully overwhelming. The exhaust had a booming snap rather than an ear-splitting crack. As we pulled alongside the engine, I got another glimpse into the cab and then a very close look at those massive roller-bearing siderods and observed how those tandem rods between the main and number-three drivers looked in full motion. It was a rare opportunity to just watch and not have to worry about driving. Both Nikons were immediately put to work capturing the images in black & white and color as we moved ahead into perfect photo position.

For the next mile we were able to stay right with the engine, dropping back once or twice for close-ups of the front or running gear. Brad Miller of Mobile Fidelity records was pacing with us, and we alternated positions to give each other clear shots—Al Morrison of Sunday River Productions was filming from the back of Miller's car, while Brad had his microphones out for what must have been some fantastic side-by-side taping. The sun was ducking in and out of the scattered clouds, and I would just sit and watch when the overcast prevailed, going furiously back to work when the sun broke through. That distinctive C&O "face" never looked better than when viewed from directly head-on as the road and railroad worked their way around the many curves.

After nearly two miles of pacing, the pair of classic B&O position light signals was our "marker" to break away and speed ahead—at all of 30 m.p.h.—to be well out of the way and have our dust settled before 614 reached the photo lines around the depot at Swanton. The Chessie policeman was waiting with the gate open to let us out, and the lineside photographers were able to get their shots with the dust clear and the sun out as we vacated the top of the van and then scurried down the highway to have time to set up atop the hill at Altamont.

That eyeball-to-eyeball pace was the high point of a fortnight of photography and a year and a half of frustrated anticipation while Steve Wickersham and the Hagerstown crew turned the 614's rusted hulk back into a Lima aristocrat. For a while, even the most faithful would have bet they weren't going to make it.

The Phoenix 4-8-4

In early 1977 the Chessie System moved the remainder of the C&O historical steam locomotive collection from the Huntington Shops to the B&O Museum in Baltimore. Among those engines was Greenbrier 614, still wearing the number 611 from her last months of freight service out of Russell (it's ironic that the 614 worked for eight years wearing her proper number and only a couple of months renumbered 611 to avoid conflict with a leased RF&P 4-8-4, but she wore that bogus number for 23 years in the suspended animation of retirement). She might have remained a static display forever had it not been for the fire on March 7, 1979, which destroyed the C&O roundhouse at Silver Grove, Ky., badly damaging Ross Rowland's ex-Reading *Chessie Steam Special* 4-8-4 2101 in the process.

Although the Chessie System was not legally responsible for the locomotive, Chairman Hays Watkins felt a moral obligation to Rowland and made him a generous offer to help underwrite the repair or replacement of his engine. Among the options given Rowland was a selection of any engine in the Chessie collection in return for the 2101 cosmetically restored as *American Freedom Train* No. 1 for the Baltimore museum. Ross selected the 614, and a final agreement was worked out.

On Labor Day 1979 the AFT 1 was rolled into the B&O Museum and Watkins and Rowland exchanged ceremonial deeds for their respective 4-8-4s. On October 30, 1979, the 614 was hauled over the Western Maryland's "Dutch Line" to the stalls in the WM's

FIGHTING UP 17-MILE GRADE, the 614 proves that all the work has been worth the effort on September 20, 1980.

Hagerstown, Md., roundhouse leased by Rowland's Steam Locomotive Corporation of America. There was talk that they'd have her running within a year, but Rowland was making no promises. They began to strip her down, and Ross's initial reaction was that she was in much better shape than they would have expected after more than two decades of exposure to the elements—her aluminum jacketing and all-aluminum cab may have contributed to her protection.

A close inspection of the boiler in the winter, however, revealed that she'd received some rough treatment and apparently hasty repairs in her last years of service and would require a new rear flue sheet and the replacement of a substantial portion of her firebox. Overall, though, she was sound and well within the parameters for a major overhaul. The Chessie System was expressing an eagerness to put her to work, and some strong hints were dropped that they would be willing to run a series of excursions if the engine was ready by Labor Day 1980.

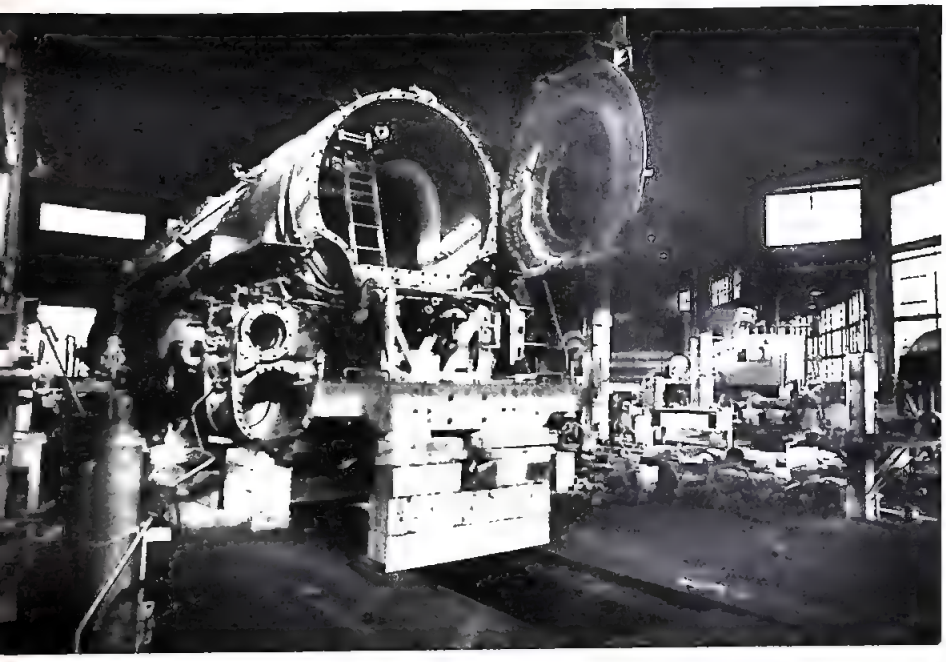
Wary of the long-term effects of a rushed job, Rowland decided to take a shot at the Labor Day deadline and make maximum use of the time available by adding more manpower to the Hagerstown crew and contracting out some of the work they'd initially planned to do themselves. By June he'd made a commitment to have the engine ready, and the Chessie System people began to plan the train.

Chessie's Safety Express

Although the *Chessie Steam Special* had been a rousing success in two seasons of celebrating the 150th birthday of the B&O and Sesquicentennial of American railroading, a birthday party can carry on only so far. The Chessie people had another idea. Over the past few years the nation's railroads and the National Safety Council had been attacking one of the industry's most vexing problems, rail-highway grade crossing accidents, with a national education and awareness campaign known as "Operation Lifesaver". By using the steam locomotive's natural ability to attract attention of the local populace and press wherever it travels, the Chessie people saw the opportunity to mix an important safety message with the nostalgia. The theme of the train became *"Chessie's Safety Express"*.

The basic schedule and operation of the train would be set up along the highly successful lines of the *Chessie Steam Special;* that is, a passenger-carrying excursion train with both open window and air conditioned coach accommodations as well as extra-fare parlor car service and a walk-through souvenir and snack bar car. In addition, the *Safety Express* would carry an Operation Lifesaver display car and have its safety messages included in all press releases, the "Welcome Aboard" souvenir brochures and advance publicity. The cars would retain the colorful livery of the *Chessie Steam Special* but would carry a stylized grade crossing flasher logo created by Franklyn Carr, Chessie's director of visual, media and design. A schedule of 20 trips ranging from Baltimore to Cincinnati was set up for September and October of 1980, and another season of steam was about to become a reality.

PHOTOGRAPHY: JIM BOYD



THE WORLD'S BIGGEST 0-4-0, the 614 is resting on cribbing and holding only her rear two driver sets, completely stripped down on May 18, 1980, in Hagerstown.

Countdown at Hagerstown

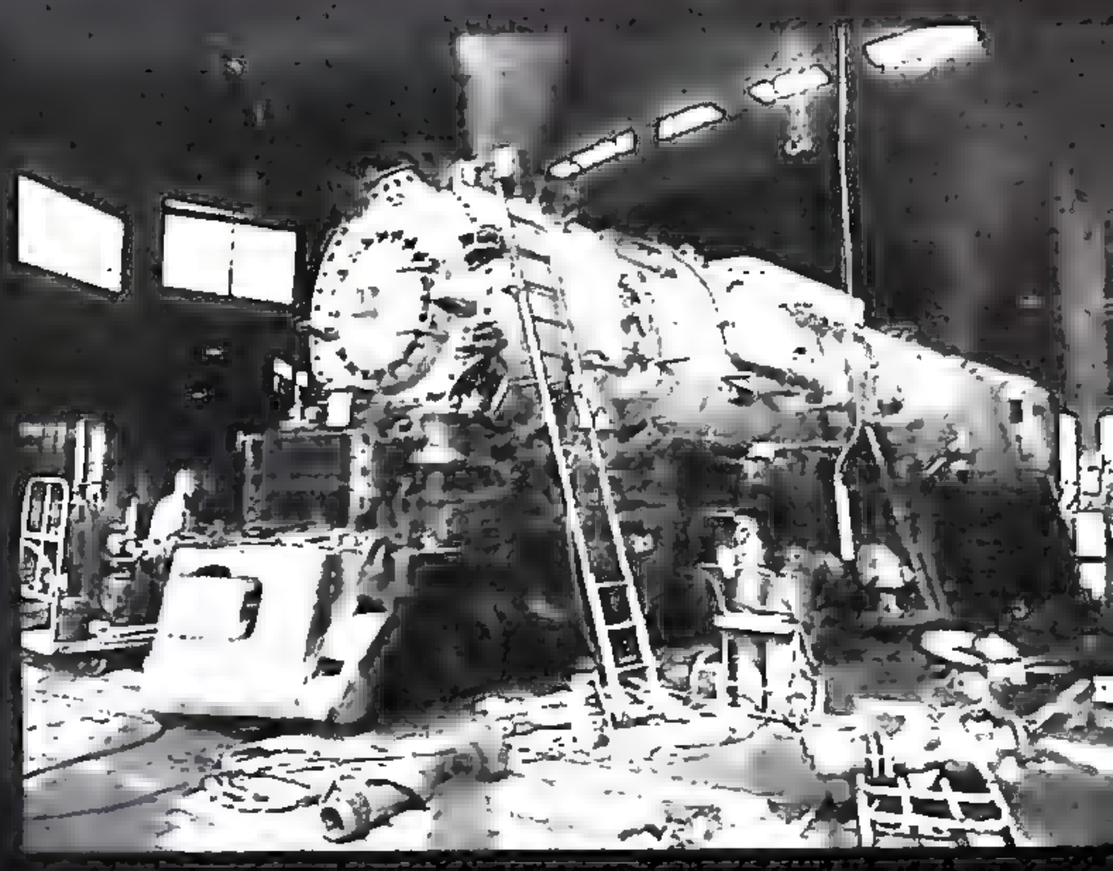
I visited Hagerstown on June 28 and found the engine propped up on cribbing and only two pairs of drivers beneath it. The cab was removed and it looked like absolutely everything had been stripped off the boiler shell. As I was standing there talking to veteran boilermaker Joe Karal, however, two of the workers walked in carrying the first of the new flues to be put into the boiler. Joe was obviously very pleased, for only a month before the firebox side sheets and rear flue sheet had been removed and the entire firebox area was a huge and empty cavity. Beginning with Rowland's Nickel Plate Berk 759 back in 1968, Joe Karal has supervised the boiler work on two NKP 2-8-4s, two Reading 4-8-4s, an SP 4-8-4 and now the C&O 4-8-4—all since retiring from the Nickel Plate!

I kept in touch with the Hagerstown crew over the rest of the summer and followed their progress with great interest. The Chessie had announced the *Safety Express* schedule with the first trip out of Baltimore on September 13. The engine was to be dedicated at ceremonies on Labor Day and then have about two weeks of final testing and preparation. There was optimistic talk of freight runs and pusher service on Williamsport Hill. The crew put in long hours, but every job completed seemed to find two more that needed to be done. It soon became obvious that they'd miss the Labor Day deadline—but not by much.

In late August, Bill Howes, Chessie vice president-casualty prevention, went to Hagerstown, looked over the engine and got a firm commitment from Rowland and the crew that the engine would be ready for September 13, barring some unforseen disaster. The final details on the consist were worked out, and the necessary cars were run through the Chessie's Huntington Shops for overhaul and painting. Another of Rowland's companies, Passenger Car Corporation of America, had set up a production line in another portion of the Hagerstown Shop to refurbish about a half dozen coaches for the train. Howard Samelson and Howard Pincus were supervising a crew whose task was to completely overhaul and make self-sufficient the infamous "Lexan Ladies", the ex-PRR Valparaiso P-70 coaches that had received such unkind words when leased to Golden Arrow for the NKP 2-8-4 765 trips on the TP&W out of Peoria in May (September 1980 R&R).

If there were to be any freight runs,

YOUNG Steve Wickersham and veteran Pappy Hauseman on hand September 6 for 614's first fire-up with her jacketing raw and running gear disassembled.



the bets were favoring the weeke. 1 of September 6—one week before the kick-off in Baltimore. It was about 4:30 p.m. on Saturday, September 6, when I returned to the Hagerstown roundhouse. The 614 was looking somewhat naked with its unpainted jacketing and primer-red pipes and pilot. It was definitely not going to run in the next day or so, as the pistons were lying in an adjacent stall and the crank pins on the drivers were still in their protective wrapping. A confident plume of smoke, however, was rising from the stack.

Only two hours earlier, Bob McKown had lit off the fire in 614 for the first time since 1956—and one hour and 45 minutes earlier all hell had broken loose as somebody across the street called the fire department since the plume of inky smoke obviously indicated that the old WM roundhouse had caught fire. Five fire trucks answered the call, and the firemen were both irritated and relieved to find the conflagration neatly confined within 614's firebox.

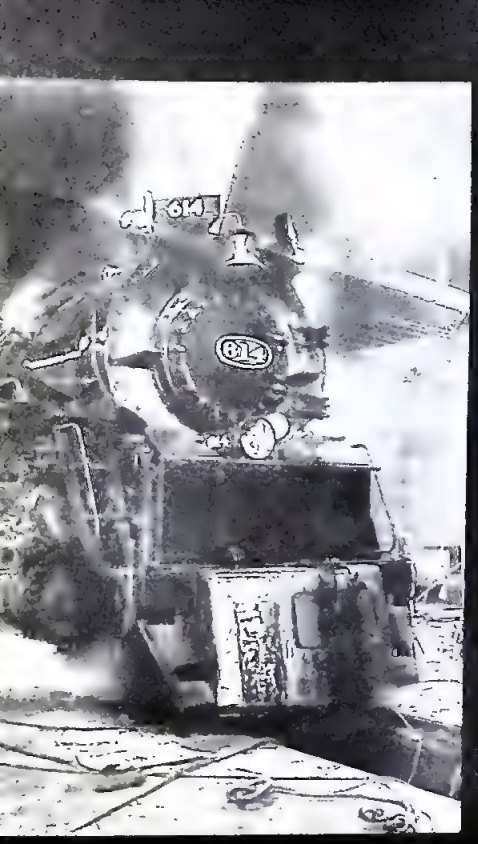
About 5:30 the first trickle of steam showed at an open valve near the stack, and by 8:30 there was 35 pounds of pressure on the gauge. They banked the fire and let the boiler heat up gradually overnight. Wishing to conserve my financial resources, I headed back home that evening, ready to return on short notice later in the week for the test runs. On Sunday they took her up to full pressure (255 p.s.i.) for the first time, and she proved to be "tight as a drum".

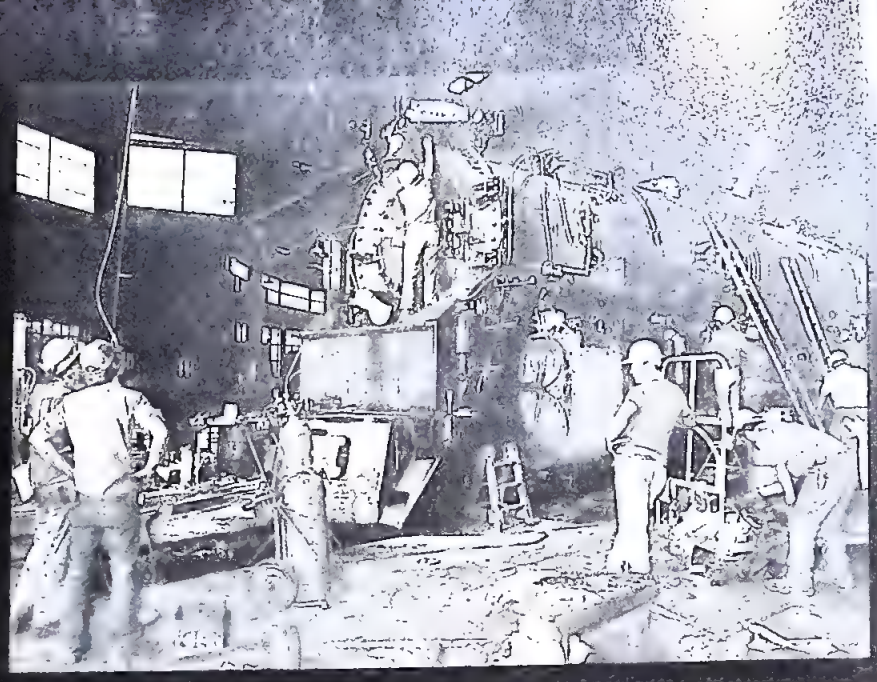
Wednesday, September 10

I departed work at 3:00 o'clock Wednesday afternoon and headed back for Hagerstown, determined to be on hand for any test runs or freight work. I arrived at dusk and was greeted by Steve Wickersham. "You're just in time," he advised. "Pappy Hauseman is about to set the valves. This is something you aren't likely to see again."

Seventy-year-old P.C. "Pappy" Hauseman was supervising the work on the 614's running gear. A native of Roanoke, Pappy had spent just six days shy of 50 years on the N&W where had been Master Machinist for Steam and had served on the committee that had designed the Class A 2-6-6-4s and Class J 4-8-4s. With his set of "valve trams"—pieces of metal rod bent into an open box shape about two feet across—Pappy would measure the actual movement of the valve stems in relation to the drivers and crosshead. A diesel was coupled behind the 614 to roll it slowly back and forth while the measurements were being taken. A blued marking plate had been tack-welded to the valve guides on each side, and Pappy scribed the actual positions of the extremes of the valve stems' travel on them with his trams. As the engine was rolled back and forth, he marked the valve movements with the valve gear in

SEPTEMBER 10, Pappy and Charlie Reinholdt (left) were setting the valves. Howie Pincus (above, left) was taking a moment from his P-70 coach work to visit the cab. WM's shop superintendent Bill Brewbaker (right) was available when needed.





BY THE EVENING of September 11, the 614 was being readied for her first test run. The bell was lifted in place (above) and the number plate affixed. By 8:00 p.m. she was looking like a real C&O engine (left) for the first time since 1956. After working with diesels to pull a 102-car coal train up Williamsport Hill, the 614 posed at 2:00 a.m. on the train (right) in Hagerstown. The scene could have passed for Hinton in 1952!

full forward, centered and in full reverse. The passage of a quarter of a century was swept away as his experienced eye practiced out an almost vanished art with the brisk confidence of a true craftsman. After about twenty minutes of marking and measuring he announced, "The left side is off only 1/32-of-an-inch; that's not enough to worry about right now. The right side, though, has to be moved ahead 5/32-of-an-inch."

As the crew went to work removing the right valve spool, I had a chance to study the engine. The unpainted boiler was now black, and the sandbox and cab were in a rich yellow primer—the engine had a distinctly P&LE "new image" look to it, colorwise. The rods were, of course, now all in place, and the final plumbing was well under way. Chessie Locomotive Maintenance Supervisor Charlie Reinholdt was overseeing about three different jobs that were all going on simultaneously—and pitching in with the dirty work on each of them. One crew was hanging a lube reservoir on the left side, another was running lube lines to the right air pump, and a third was installing some brake equipment—a flow gauge, as I recall—and sander controls in the cab.

The cab appeared to be a shambles, and the unpainted aluminum interior and raw backhead jacketing gave it a very unfinished look. Tools and parts were laid out on the floor, and there was an unending parade of workers climbing up and down bearing window frames, copper pipe, turret valve handles and all sorts of stuff. The big hand on the dusty boiler pressure gauge hovered at 175 lbs., and a low rumbling was the constant reminder of the fire. I was observing this apparent chaos with Howie Pincus when the "fireman" reached down and pulled the red-primered lever on the left side and the Nathan 4000 injector caught and growled its load into the boiler. It was a familiar action that was totally out of context. Noting my obvious amazement, Howie commented, "That's the thing about chooches: they can be half apart and still half work".

Thursday, September 11

The morning was one of those days you dream of with the temperature in the 70s and not a cloud in the sky. Maybe we'll see her outside in daylight . . . *please!* The railfans had gathered and the work continued. Willing to help wherever they could, the railfans turned into paint gangs. Dick and Doris Menkel had abandoned their tape recorders, and Dick's six-foot-plus height was coming in handy in painting the power reverse and some of the piping under the running board without needing to occupy a ladder. Mike Eagleson was up on the boiler painting the throttle rod. (I'd put in a few hours the night before calking windows with Howie in one of the P-70 coaches.)

"They're shooting for 3:00 o'clock out of the house for a test run and a push on Williamsport Hill," announced Chessie Shop Superintendant Bill Brewbaker. A Western Maryland veteran at Hagerstown, Brewbaker is enough of a railfan to enjoy having the steam engine around and enough of a railroader to keep things disciplined. While having little tolerance for nonsense, Bill's "Walther Matthau" demeanor can defuse tense situations while getting the job done. Between he and Charlie Reinholdt, the Chessie System couldn't have had a better team in charge.

About mid-day WM BL2 7182 coupled onto the 614 and went through the back-and-forth routine again as Pappy checked the setting on the adjusted and reinstalled right spool valve. (Incidentally, both of the BL2s, 7181 and 7182, were still working the yard in their WM black colors.) Bob Lorenz arrived and put the 614 number "decals" on the side of the cab. The tender was already painted and lettered CHESSIE SYSTEM RAILROADS in the traditional C&O-style lettering.

Speaking of the tender, that was the one place where a major change had been made in the appearance of the engine. With an eye toward being able to run all day without having to reload coal and always having a reserve available, the coal portion of the tender had been enlarged by moving the slope sheet rearward twelve feet. The stoker screw from the fire-damaged Reading 2101's tender had been connected to the 614's

original screw to reach back into the longer coal trough. The curving side sheets at the top of the tender were neatly extended to make the modification as visually pleasing as possible. The new tender profile now is very reminiscent of a New York Central Mohawk tank. Enlarging the coal bunker resulted in a 48-ton capacity, creating the world's largest coal-capacity tender, exceeding even the huge centipede tanks of the NYC Niagaras with their 46 tons or the UP Big Boys at a paltry 28.

The 614's tender in its original configuration carried 25 tons of coal and 21,500 gallons of water, and enlarging the coal bunker reduced the water capacity to 18,000 gallons. As an integral part of the program to increase the 614's coal capacity and range, Rowland purchased two diesel fuel cars from the Louisville & Nashville that had been made by stripping the coal bunkers off "Big Emma" 2-8-4 tenders. The 25,000-gallon canteens are anticipated to be used in pairs, with one loaded and spotted at the turn-around point on an excursion trip. As the 614 arrives at the turn-around point with its water depleted, the empty canteen will be uncoupled and the full one coupled on. No fuss, no fire departments, no uncertain water and no time-consuming pumping. For the moment, though, only one canteen is in service—Howie Pincus personally handled the sandblasting of the canteen and says that the L&N number 1979 was on its flanks. A full load now gives the 614 48 tons of coal and 43,000 gallons of water!

Three o'clock came and went, and the 614 remained in its stall with people climbing all over the place. Seven o'clock was the new deadline. The lube lines were completed and the air pumps began hammering away for the first time. The intensity was building. Everything was being tested and buttoned up. About 6:00 p.m. the crew grabbed the bell with the overhead crane and lifted it into place. Just as things were reaching their peak, I had to drive out to the airport to pick up Lloyd Lewis of the Chessie Public Relations Department and Will Kanzeg, the Chessie company photographer. We arrived back at the roundhouse about 7:45, just in time to watch railfan/author Don Ball helping Bob Lorenz and the crew "crown" the engine by installing the gleaming brass oval number plate on the center of the smokebox. By 8:00 o'clock she was wearing her proper C&O "face" for the first time in over 20 years.

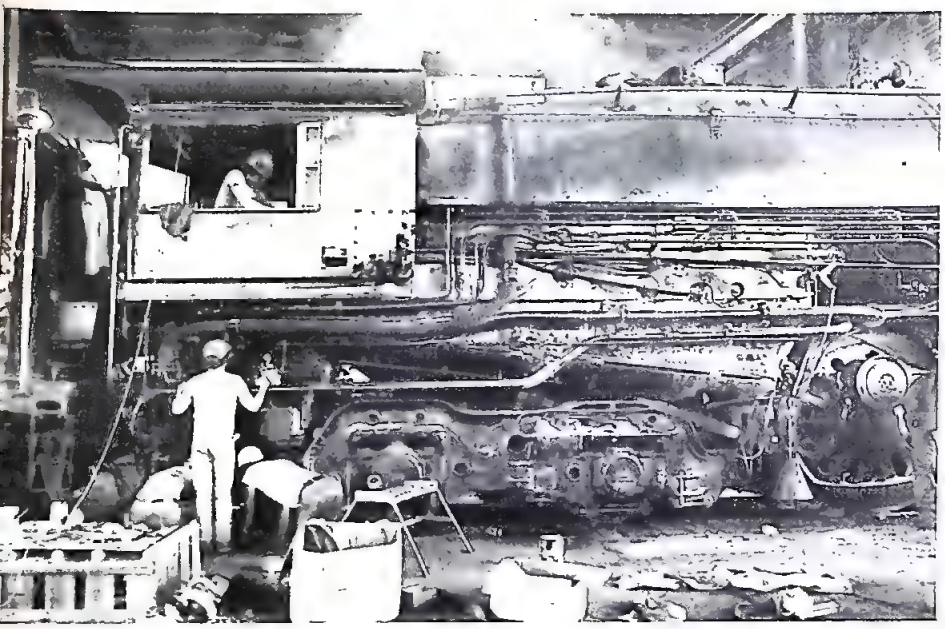
The right cylinder needed to be lagged and jacketed, the left cylinder jacket was unpainted and there were still a number of cosmetic items to be taken care of, but the 614 was functioning, safe and ready for a test run. The blower was roaring and the pumps were pounding as the crew made their last round with the grease gun.

At 8:45 p.m., Thursday, September 11, 1980, C&O 614 moved under her own steam for the first time since 1956—about three feet backwards to rotate the right eccentric crank clear of the grease fittings on the right main driver. Eight minutes later Steve gave three blasts on the whistle and backed her out onto the turntable as a cheer went up from the crew and crowd of railfans. A coal train was waiting at the bottom of Williamsport Hill, and the renewed 614 was about to get her first taste of tonnage.

The test run

After a trip to the sand tower and a move up to the yard office, the 614 rolled quietly into the darkness and down the six miles to Williamsport. Since the coal train had "outlawed" and a new crew was being called, the dispatcher permitted the 614 to scurry westward toward Big Pool. Since nobody on the ground seemed to know where she had gone or for how long, a large part of the railfan contingent departed before the 614 returned.

It was after midnight when the 614 showed up again at Williamsport. The road units of the coal train cut off, and, much to the dismay of many onlookers, the 614 was coupled to the first hopper with the diesels tacked on in front. Four helper units dropped downhill on the westbound main and coupled onto the rear of the train. Six EMDs and one Lima 4-8-4 were ready to take 102 loads of Rutherford-bound coal up Williamsport Hill. I'd like to say that her depar-



FRIDAY AFTERNOON, September 12, found them making the final adjustments on the speed recorder and wrapping up all the loose ends in preparation for the ferry move to Baltimore. She rolled onto the turntable (**below**) just before dusk.

ture was a never-to-be-forgotten spectacular, but with all that power they got the train rolling with very little real help from the 614, and by the time she opened up and began to work the train was disappearing into the darkness. I scrambled to catch up with them at a crossing up the hill, but a fleeting glimpse was the best I could do.

It was after 2:00 a.m. when the coal train pulled up and stopped in the Hagerstown yard. Only a handful of the real die-hards were on hand when the diesels cut off, leaving the 614 posed on the head end of 102 loads of coal. The crew had folded the coupler back into the pilot, and there was no canteen between the tender and the train. They just sat there for almost a half an hour in a pose that looked for all the world like Hinton in 1952! This was the scene everybody had been waiting for, and there weren't more than four of us there to witness it. Sometimes it pays to lose sleep.

Friday, September 12

Twenty-four hours before she was due to pull the first excursion out of Baltimore, the 614 was back in the Hagerstown roundhouse with Charlie Reinholdt wrestling with the speedometer cable and Roger Jerzey troweling the cement-like lagging onto the right cylinder. The engine had proven herself, and now it was just a matter of tying up all the loose ends. There was an air of deceptive calm, compared to yesterday's frantic intensity.

Things went at an agonizingly slow pace for the photographers who were watching the third absolutely perfect day in a row burn itself out in blue spleandor as the 614 hid inside the roundhouse. Morning became afternoon and the shadows lengthened. Still the 614 didn't move. Railfan Walt Grosselfinger was ready with a paint brush when the access panel covers were finally screwed into position on the cab. A wheezing air pump was given proper attention. The polished cylinder head covers wouldn't fit properly because of the way the cylinder jacketing had been applied, so they were loaded into the tool car to be put on in Baltimore.

At 6:00 p.m., with the shadow of the roundhouse just clearing the edge of the turntable pit, the 614 rolled for the first time out into the sunlight. Bill Brewbaker, taking pity on the fans who'd been waiting so patiently for this moment for nearly a week, ordered the turntable operator to swing her around the long way—slowly. There was more film used up in those next three minutes than there'd been in the previous three days!

The 614 was moved onto the servicing track, and an awkward clamshell topped off the tender with coal. Within an hour the yard crew had lined up the train and coupled the 614 on. As the sun was setting, she posed briefly in front of the yard office before a red WM GP40 backed down and coupled onto her pilot. The railroad insisted on having a diesel with dynamic brakes on the head end for the drop down Jack's Mountain, and because of the potential delays in getting the diesel coupled on and then cut off and out of the way on the "dark" railroad of the WM's Dutch Line, it was decided to run the diesel directly through from Hagerstown to Baltimore to save time. She was only 13 hours away from departure time at Camden Station.

With the assistance from our "native guide", teenager Don Leone of Lineboro—one of that handful, incidentally, who had gotten the night shots on the coal train—we were able to follow the train over the twisting and elusive Dutch Line. There were a few spectacular moments when we were able to pace in the dark and some fine stack talk on a couple of short grades, but for the most part our lasting impression of the night pace was how quiet she rolled when she wasn't working. There wasn't a clank or rattle anywhere in that running gear. It was downright unnatural. The train arrived in Baltimore well after midnight, and the 614 was finally bedded down in Camden Station around 3:00 a.m.

To be continued

On Saturday, September 13, the 614 kicked off its 1980 season of excursions. In our March 1981 issue we'll follow and ride as she journeys to Martinsburg, Cumberland and beyond.

ARTWORK AND PHOTOGRAPHY: BOB KARSTEN

The Gator Line

Part Two: Ride with the "Crossett Man" over the Arkansas & Louisianna Missouri. **by Bob Karsten**

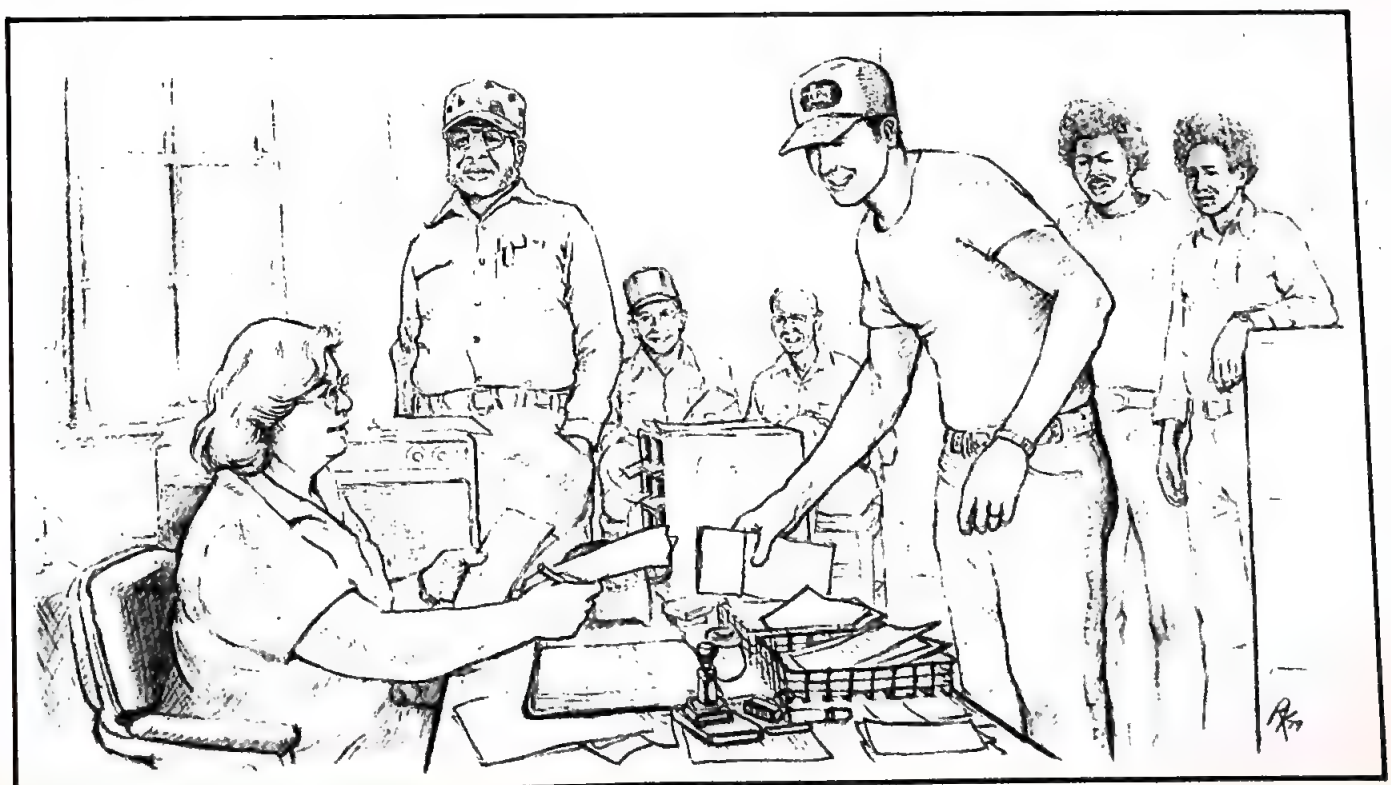
In the November 1980 issue, we reviewed the history of the Arkansas & Louisiana Missouri and took a look at the mid-day "Bastrop Man" from Monroe to Bastrop and return, as well as the 8:00 a.m. and 4:00 p.m. Bastrop switch jobs. Now let's go along with the afternoon road job, known as the "Crossett Man", that covers the entire line from Monroe to Crossett. They go on duty at Monroe just about the time the Bastrop Man is returning home.

The Crossett Man

Going on duty at the shops at 3:00 o'clock, engineer Carroll Townsend and brakemen Emeal Price and Jimmy Norman pick up the Flexicoil-equipped SW9 No. 12 and begin their day in much the same manner as the Bastrop Man's crew did earlier this morning. With caboose 484 in hand, they head downtown to make a pick-up from the ICG yard. Business is light today, and pausing at the office, conductor Jim McGough informs his men that there's only one oversize load coming off the ICG this afternoon, a flat carrying a Bucyrus-Erie 25B crawler crane, bound for the unloading ramp north of the roundhouse.

About this time Willie Saucier's Bastrop job is pulling into the shop area and will do much of the work in lining up McGough's Crossett train. Saucier is informed that Louisiana Brick won't be ready for that much-travelled boxcar for

BACK IN 1979, before the demise of the Rock Island, the Crossett depot was the domain of RI agent Mrs. A.L. Patterson. "Miss Pat" also served as the A&LM agent, and she's shown here exchanging paperwork with the A&LM "Crossett Man's" conductor Jim McGough while head brakeman Emeal Price stands nearby. In the background, awaiting their call, are Rock Island conductor J.R. French (seated, with cap), engineer Bill Blackmon (seated) and brakemen Otis Wright and Ozie Neal (standing, l to r).



The Gator Line

another half hour yet, so he sets it out on the caboose track and heads over to drag the MoPac interchange track. The MoPac has made another delivery since he pulled the interchange this morning; this time it's mostly A&LM and MoPac boxcars for paper loading, all bound for Bastrop or beyond, so they'll become part of the Crossett Man's northbound train. The 19 cars brought down from Bastrop are shoved into the transfer track, and the brakemen tie down a few hand brakes as the cars are left for later pick-up by the MoPac.

Just as Willie's caboose is being spotted on the caboose track, the No.12 shows up with its one car off the ICG. The Crossett Man stays in the clear while Willie's crew with No.10 pulls two gons of agricultural limestone off a storage track and tacks them on the head end of the northbound consist where they'll be in position for set-out at Beekman, north of Bastrop. No.10 pulls the completed northbound train off the passing track and spots it on the main.

The Crossett job now leaves its caboose south of the switch and brings the flat up for Willie's crew to spot at the ramp. The No.12 then pulls ahead and drops back to couple onto the northbound consist, shoving it briefly southward to couple onto Jim McGough's caboose. As Extra 12 North comes into being, the Bastrop Man's crew is wrapping up their day by spotting the flatcar and crane at the Louisiana Machinery ramp and—finally—swapping their Southern boxcar of bricks for the now-empty CAGY at the brick works. His crew calls it a day at 4:20 p.m.

As Willie's crew is headed home, Jim McGough's crew is headed north with the Crossett Man. This is a familiar run for engineer Townsend, who hired out on the A&LM in 1961—although he's not the senior member of the crew; head brakeman Emeal Price joined the railroad in 1947. As they ride the rails on the raised roadbed between the flooded waters of Black Bayou Lake and a channel of Bayou Desaird, both men are alert for local folks who use the right-of-way to get to the good fishing spots.

Arriving in Bastrop, the entire train—except for the two gons right behind the engine—is dropped in the yard, and conductor Roosevelt Holmes' 4:00 O'clock Bastrop Switcher goes to work on it. With engineer Kenneth Slusher running No.14, conductor Holmes and brakemen Ed Hall and Donald Saucier (Willie's son) quickly assemble an eight-car Crossett-bound train to be tacked onto the two gons already with the engine. The eight cars, brought up on Willie Saucier's Bastrop Man earlier in the day, include a GATX tank of wax for Georgia-Pacific and seven empty AD&N, ICG and MoPac boxes for paper loading. The Bastrop agent has the waybills in order for McGough to deliver at Crossett and notifies the Ashley, Drew & Northern that his train is on the way. They'll have the interchange cars

Arkansas & Louisiana Missouri

NO.	MODEL	H.P.	BUILDER	DATE	NOTES
10	NW2	1000	EMD	1949	
11	SW7	1200	EMD	1950	
12	SW9	1200	EMD	1952	Flexicoil trucks
14	SW9	1200	EMD	1953	Originally FEC 227, to A&LM 1968.
32	ML-8	250	Plymouth	1942	Gas-mechanical. Originally USAF 7576. To A&LM 1956 from Pan American Engineering. Swapped to Monroe Sand & Gravel in 9/62 for 44-toner 34.
34	44-ton	380	GE	1946	Originally Laurinburg & Southern 100, to Monroe Sand & Gravel in 1951. Swapped to A&LM in 1962 for Plymouth 32. Sold to Graysonia, Nashville & Ashdown in April 1979.

Louisiana & Pine Bluff

9	SW600	600	EMD	1954	Bldr. no. 19301. Originally McLouth Steel 9. Acquired in August 1972.
35	45-ton	300	GE	1948	Originally Fordyce Lumber 9, then Fordyce & Princeton 9, then L&PB 35. Sold to Silcott 2/73.

Roster compiled by Jim Boyd from data supplied by A&LM and L&PB, *Extra 2200 South* and *Railroad* Magazine.

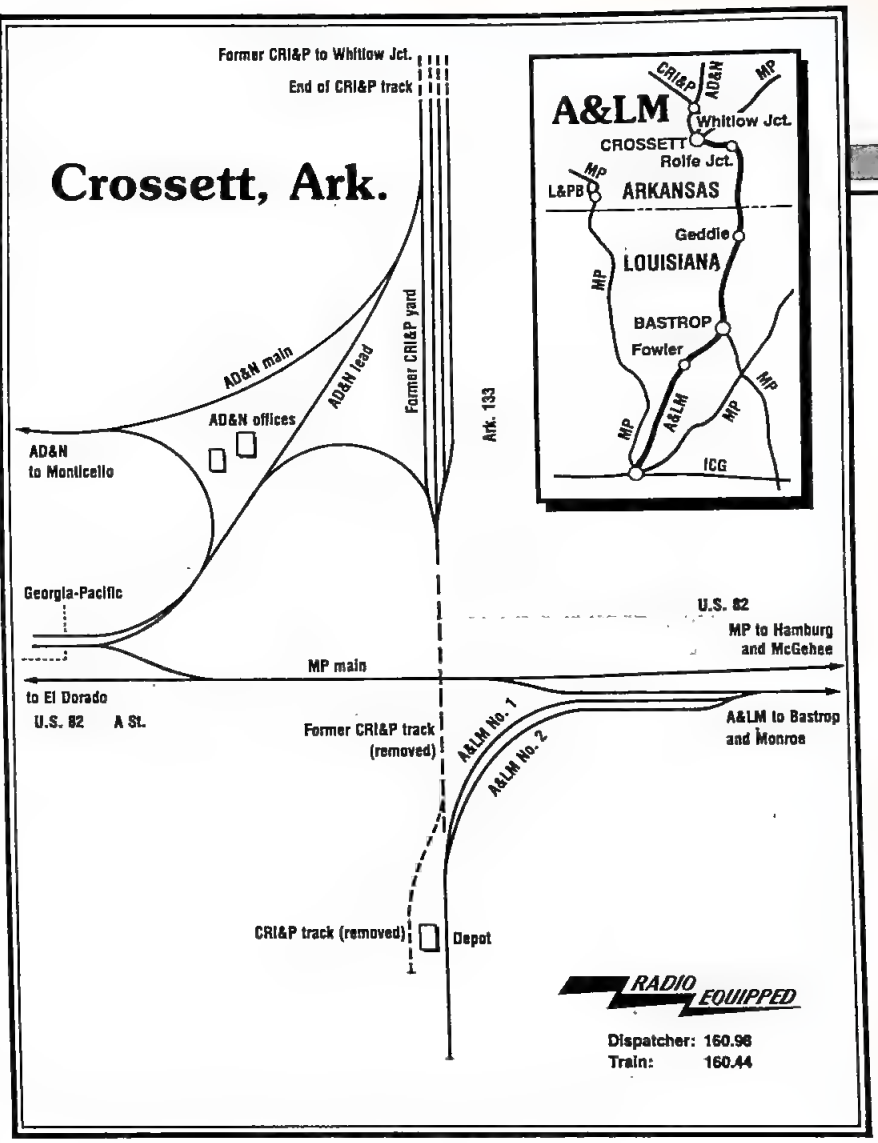
JIM BOYD

A&LM ROSTER oddities include 44-tonner 34, shown in the L&PB engine shed at Huttig in 1968. Partially hiding in the Monroe roundhouse (below) in 1979 is the rare L&PB SW600 9, now used by Olinkraft.

ready on time for him to pick up.

Back on the road again, Extra 12 North has about 30 miles to go to reach Crossett. The early evening sunlight is still intense, but the air by now feels merely pleasantly warm as Jim McGough's caboose rattles over Bayou Bartholomew. Arriving at Beekman, they set out their two gons (one Conrail and one MoPac) of limestone and are northbound again. The countryside becomes increasingly solid woodland by the time they cross the Arkansas line and roll into Ashley County. Five miles from Crossett, the train rounds the curve at Rolfe Junction where, prior to 1920, the main line continued straight northward to Hamburg, Arkansas. Following the old branch, they are now headed almost due west through extensive pine woods to Crossett, a city of 6,191 population and a skyline dominated by the giant Georgia-Pacific complex. "Complex" is, indeed, the word for Crossett, for in addition to the paper mill there's also a stud mill and facilities producing particle board, panel board, plywood, cardboard, toilet tissue and chemical resins.

Three railroads terminate in Crossett: the A&LM up from Monroe and



AT THE CROSSETT interchange, Ashley Drew & Northern SW1200 1208 pulls a delivery over to the waiting A&LM "Crossett Man" with No. 12. Ready to depart Crossett, conductor McGough is on the ground as brakeman Jim Norman boards caboose 484.

RIDING FLEXICOIL ROAD TRUCKS, SW9 No. 12 brings the "Crossett Man" in from Monroe around the bend approaching the RI depot at Crossett. After coupling onto its return consist, the units await departure (below) just around the bend from the white RI depot. With the abandonment of the RI early in 1980, the depot is no longer used, and the process of interchanging at Crossett is somewhat less picturesque and personalized.

Bastrop, a MoPac branch reaching westward from the main line at Montrose, and Georgia-Pacific's Ashley, Drew & Northern. Until the spring of 1980, the Rock Island was a part of the scene with its branch off the "Little Rock" main at Tinsman. The AD&N is the biggest show in town, with its headquarters and shops near the plywood mills. It covers the G-P plant switching with six daily jobs (three morning, two afternoon and one graveyard) plus a local operating 40 miles northward to a MoPac connection at Monticello.

The AD&N rosters seven immaculately-kept green and white EMD's, numbered by horsepower and in order of purchase: SW9 1205, SW1200 1206, SW900 907, SW1200 1208, SW1500 1509 and Paducah rebuilt GP10's 1810 and 1811. Around 4:30 this afternoon, AD&N SW900 907 finished working the plywood plants and began making up the block of cars to be delivered to the evening A&LM Crossett Man. (A year ago a pair of blue and white Rock Geeps would have spent much of the day in the AD&N engine facility after bringing their train over from El Dorado. Several years ago the Rock abandoned its last five miles of line below Whitlow Junction along with its Crossett yard trackage and moved in to share the AD&N facility and pay the short line to do its terminal switching.)

Probably the last vestage of the Rock in Crossett is the AD&N's wye-to-nowhere which ends on the old Rock stub just beyond the Rock/A&LM depot. The other railroad in town is the MoPac, which operates a local into town every other day in the afternoon over from its main line at Montrose. The local's power is usually a pair of Geeps. The MoPac handles its own deliveries to the A&LM, and yesterday's job set out three empty A&LM boxcars on the interchange track.

Until the abandonment of the Rock Island earlier this year, the A&LM had been represented in Crossett by Mrs. A.L. Paterson—known as "Miss Pat" by the railroaders—working out of the Rock Island depot. Miss Pat was the Rock Island agent, and between her own railroad's paperwork and that of the A&LM, she had been known to keep long hours at the depot. It was a busy place in the evening when the Crossett Man arrived, with the Rock Island crew going to work about the same time and the AD&N trainmaster D.K. Smith walking in and announcing that he's "got 15 for the Gator." But that's all gone now, and the depot is locked up. The paperwork is handled by the A&LM's Bastrop agent and the AD&N office in Crossett.

The sun is sending its last rays over the tops of the trees surrounding the A&LM yard as No.12 pokes its blue and silver nose around the curve. He's marked in at 6:45, and the eight-car train is pulled onto the old wye. The cars delivered by the AD&N are waiting for him, but the three empty boxcars delivered by the MoPac are nowhere to be seen. A radio call confirms that the A&LM agent had given the AD&N permission to take the three cars for immediate loading at Georgia-Pacific.

There are 13 boxcars, a 50-foot GATX tank and a covered hopper headed south this evening. (In days past, these might have included A&LM empties off the Rock Island coming back to Olinkraft from places like Kansas City or McAlester, Oklahoma.) Waybills are swapped in the box, the caboose is tacked onto the end of the 15 cars and Extra 12 South departs Crossett at 7:15, with only a little switching at Bastrop and Monroe and a delivery to the ICG before tying up for the night.

Thus ends another day on the Gator Line—and a long one, at that. All is quiet once again at Crossett; darkness has set in. The warm, moist air hangs heavy with the fragrance of honeysuckle and is coming alive with the calls of countless Fowlers toads and gray tree frogs. And, no doubt, somewhere along the A&LM main tonight in the quiet waters of some bayou, a bull alligator is bellowing out his mating call. After all, it's springtime here in Gator country.

BY JIM BOYD

Playing with the 24mm wide

One of the great advantages of the 35mm single lens reflex cameras (SLRs) is the tremendous variety of lenses available. While most of us stick with the 50mm or 55mm normals, 135mm to 200mm telephotos and 28mm to 35mm wide angles—or zoom combinations encompassing many of the above—I've found it to be the rare railfan who likes to work with the really short wide angle lenses. A 28mm is considered a relatively extreme wide by most fans, and many dislike wides entirely because of their "distortion" characteristics.

Well, I've been "playing" with a borrowed 24mm wide recently and having a lot of fun with it. In the past, I've worked with a 9mm fish-eye and an ultra-short 20mm lens, but both are such special-use lenses that I wouldn't have considered buying them. The 24mm, though, is another story. It is short enough to have the characteristics of an extreme wide angle without inducing undue distortion when handled properly.

"Handled properly", that is the key to working with any wide, especially a very short one. A wide angle lens takes in a wider-than-normal field of view, and many photographers consider this as distortion. It really isn't. You only begin to get true distortion on the extremely short lenses that tend to curve the straight lines at the edge of the frame; this is barely perceptible with the 24. "Keystoning" is the other problem, and that is induced when you point the lens up or down and the natural verticals converge in an exaggerated perspective.

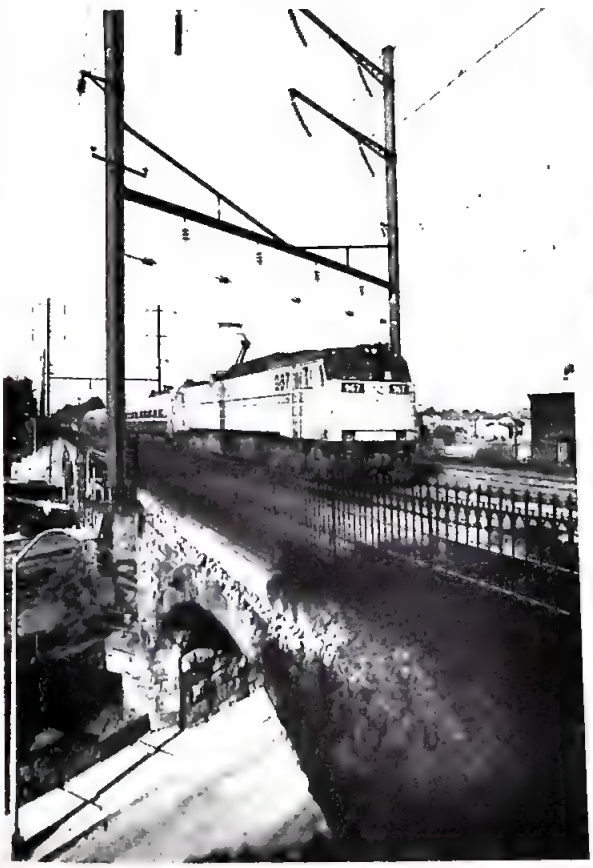
Keystoning is controlled when using a wide by always striving to keep the back of the camera straight up and down. If the back of the camera is parallel to your verticals in the picture, then those verticals will remain parallel and appear "straight". You can compose your picture by moving your camera up and down or side to side, keeping the tendency to "look up" or "look down" to a minimum.

Obviously, a 24mm lens is not intended for roster shots of locomotives. It is a tool which can greatly increase the variety of images you can create with your camera, though. A wide angle lens will tend to push the background away. If a scene is cluttered and you want to simplify it, slap on the wide and move in close. I've found that the 24mm is especially fun in creating "frames" around your subject. It works best with trees or foliage that do not have a lot of straight and rigid lines (see the photo of the MoPac Geep). You can bury yourself in a clump of trees or flowers and surround your rail subject with a refreshing texture of nature.

Carrying this to an extreme, I stopped the 24mm down to f16 while lying flat on the ground to frame some BN units in some tiny flowers and ground foliage no more than six inches tall and six inches away. You wouldn't want to try that on every shot, but it's a lot more fun than just getting that same normal lens three-quarter wedge that comes so easily.

Again, to vary some repetitive images, I used the 24mm on Amtrak's old PRR electrified main in Elizabeth, N.J., where after a while every shot of an E60 or GGl begins to look like every other shot you've ever seen. Combining the catenary tower and stone arch bridge into a shot you simply couldn't get with a longer lens, you can create some refreshing new looks.

When you watch TV or a movie, observe how modern cinematographers rely on the depth of field and sense of intimacy of wide angles to keep their visuals interesting—they're used much more often than telephotos, and wides work extremely well to put people into their surroundings. Over the past years, from my 28mm days with the Pentax to 35mm and 28mm lenses on the company Nikon—and that borrowed 24mm—I've probably had more creative fun with wides than any other lenses. If you haven't already, I urge you to give them a try.



A 24MM WIDE ANGLE lens will let you use its interesting wide field of view without keystoning if you keep the back of the camera as nearly vertical as possible, as evidenced by the catenary towers and arch bridge at Elizabeth, N.J. (**left**). Using foliage to frame the subject is easy with the 24; note how the MoPac scene above seems more "spacious" than the normal view at **right**.

Transit Topics

Japanese cars for the South Shore

LOW BIDDER for new cars for the South Shore Line was Sumitomo Corporation of America. It bid $38,982,000 for 35 motor cars and eight trailers, while Budd Company—the only other bidder—asked $42,998,300 for 34 motor cars and eight trailers.

There may still be some renegotiation because the bids call for two-plus-two seating which was demanded by the Chicago RTA, into whose area the cars will operate. Indiana authorities had preferred three-and-two seating since it would have cut down the number of cars in the order, and they hoped to keep the total cost below $35 million.

George M. Smerk, Professor of Transportation at Indiana University, notes that feeling is high against the cars being constructed by Japanese firms particularly because of the high levels of unemployment in the automobile industry. Anderson, Ind., is now suffering from almost 25% unemployment, and news that a Japanese firm will build the cars is far from welcome. However, there is a rumor that Sumitomo may purchase or lease the Pullman plant in Hammond, Ind., for assembly of the cars.

KANSAS CITY'S Area Transportation Authority has applied for a federal grant of $4.4 million to purchase 8.1 miles of right-of-way of the Country Club line, now used only for freight switching, but once part of the large KEPS trolley system. This would be the first acquisition for an areawide light rail mass transit system that is in its initial planning stages, according to news in the *Kansas City Star* sent us by Gary W. Zeitler of Kansas City.

The Country Club line, which ends in Westport, would be extended to the downtown area under present plans of the ATA. It had been served by trolleys until the early fifties, and now, some thirty years later, is considered a prime and feasible mass transit corridor. Other corridors also being considered for new light rail service include downtown to K.C. International Airport, downtown to Liberty, downtown east to Missouri 291, downtown to the Waldo district and downtown to Olathe. The last-mentioned was once the route of the Missouri & Kansas R.R. interurban line!

SAN DIEGO Metropolitan Transit Development Board has engaged a team of consultants to help in the start-up of operations along its 16-mile light rail transit line, scheduled to open in mid-1981. These include Lester B. Knight & Associates and Louis T. Klauder & Associates. Knight's principal advisor to MTDB for operations is George Krambles, former executive director of the Chicago Transit Authority. Dr. John Bailey a Klauder partner and former deputy general manager of Southeastern Pennsylvania Transportation Authority, is the resident consultant representative. Their work will consist of establishing a staffing plan and budget for 1982, preparing a book of rules for standard operating procedures and operations manuals, developing a training program for the operating staff and finalizing a plan for joint rail and freight operations along the 16 miles of track south from San Diego downtown to the Mexican border at San Ysidro.

The San Diego MTDB has selected *San Diego Trolley* as the name for the new rail line, believing that its simplicity would best tell what the system is, where it is located, and be flexible enough to apply to possible future extensions of the original line.

A feasibility study of an extension of the route eastward (we described this in our November department) was recently completed and is now under review. A new logo and color scheme appear on the new DuWag U2 cars, the first of which arrived and was put on display in San Diego in October.

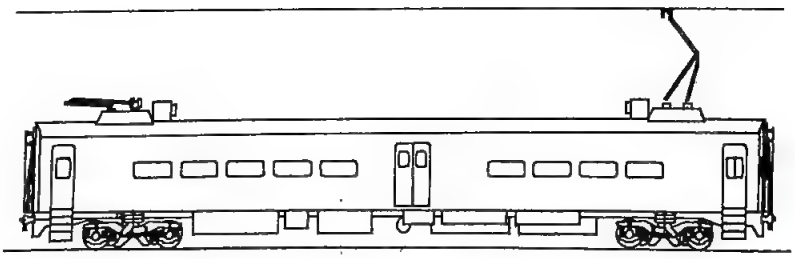
REBUILDING of Cleveland Regional Transit Authority's Van Aken tracks on the Shaker Heights line will not be completed until next spring, after the new cars being built by Breda in Italy begin arriving at the end of 1980. The entire Shaker division is being rebuilt, including new downtown station platforms that will accommodate on separate platforms the new light rail cars and the 20 PCC cars to be retained.

RTA has received a newly-built line car for its rapid transit routes. Numbered 032, it was built by Fuji Heavy Industries in Japan at a cost of $850,000. It has electric *and* diesel motors and thus can run even when there's a power failure. It can also be equipped with a plow in case of heavy snow. Another piece of equipment soon to arrive at RTA is an electric locomotive now being rebuilt by GE. It will replace an old freight motor lettered OX which came originally from the Northern Ohio Traction and still sees occasional use.

TORONTO TRANSIT opened its mile-long subway extension from Islington to Kipling station in Etobicoke in November. The line crosses Bloor St. West and runs on the surface parallel to CP's Milton line. The extension cost $40 million, according to news from the *Toronto Star* sent us by J.D. Knowles of Toronto.

TTC has the 4.2-mile light rail transit line from the Kennedy station to Scarborough now under construction. It will cost $93 million and is scheduled to open in 1982.

CALGARY, ALBERTA'S first 27 Light Rail Vehicles arrived in August for use on the new 7.7-mile rail line being built at a total cost of $146 million. The new cars are 6-axle articulated vehicles, 79.7 feet in length and capable of carrying 64 seated and 98 standing passengers. Built by Duwag, they have electrical systems and traction motors built by Siemens, a name that has been prominent in the field of electric traction in Germany for more than 100 years. Regular service on the new line is expected to start in May 1981.



JAPANESE TECHNOLOGY is making its mark on the U.S. transit industry. The artwork above represents the 36 new stainless steel cars to be built by Sumitomo for the Chicago South Shore & South Bend. The 93-seat cars will have a washroom in the center on one side and accommodations for wheelchairs. Now in service on Cleveland's RTA is the 032, a brand new line car built by Fuji Heavy Industries (below). It has diesel and electric power and can take a snowplow. Scene is Kingsbury Shops, September 3.

STEVE MAGUIRE

BY STEVE MAGUIRE

WITH NEW SEPTA Light Rail Vehicles arriving regularly since last July, the Authority will rebuild 50 PCC cars for use primarily on the non-subway lines once the new Japanese-built cars are running on the subway-service city lines. It received a grant of $2.8 million in August to help pay for the rebuilds. The work will be done in the same manner as car 2715, which was totally rebuilt last year. Earlier this year SEPTA rebuilt 20 Air-Electric PCCs for use when Route 56 was restored to rail operation.

BART will soon ask for federal funds to help build 90 new rapid transit cars to increase the size of its fleet.More trains are now in service due to shorter headways permitted in the tube under the Bay. The cars will resemble the present equipment and will be of aluminum shells. They will have a different type of electric motors, since the present BART motors have one of the highest failure rates in the transit industry. Each of the new cars will have controls, making their use more flexible in making up trains, according to news from *Contra Costa Times* sent us by Maj. Dennis A. Cavagnaro of Walnut Creek, California.

Absent from the new cars will be the polyurethane filling in floors and walls that has proven to be extremely flammable and toxic and was primarily responsible for one death and injuries in the underwater tube fire two years ago.

NEW YORK CITY'S subway system—which may well be the most graffiti-despoiled rapid transit cars anywhere—continues to have to spend money in an effort to remove graffiti from its cars. Several years ago we reported the Metropolitan Transportation Agency embarked on a program of painting the exterior of the cars with a graffiti-resisting polyurethane coating which could be removed by simply washing the cars. This special paint is applied to 14 cars a week at the MTA Coney Island Shops, and eventually it is hoped that the appearance of the cars will be improved.

More recently, a program has been instituted for *painting* car interiors to remove the graffiti with a rapid-drying acrilic epoxy paint that is odorless and can be applied to as many as 40 cars a day. In a $5 million program, 200 car cleaners have been hired to do the painting on Lexington Avenue cars. It is claimed that this can be done faster than just cleaning them and, hopefully, faster than graffiti artists can vandalize them with spray paint.

NEW ORLEANS does not have any plans to discontinue operation on its sole-remaining St. Charles Ave. streetcar line, nor is it having any problems obtaining parts for its old streetcars as was reported in our July department, writes Donald F. Schultz, a vice president of New Orleans Public Service Inc.

This is welcome news, since NOPSI operates the last streetcar line in the U.S. using a fleet of cars now more than 50 years old. Lack of replacement parts for trolley museums operating older cars may become more of a problem, since we are informed that General Electric is discontinuing its manufacture and sale of parts for old streetcars.

KNOTT'S BERRY FARM bought six old cable cars from San Francisco back in the early 1950s and ran them at its park until a year ago when lack of spare parts caused them to take the 100-year-old cars out of service, we learn from Paul Merland of San Francisco. He says that the *San Francisco Progress* recently reported that Warren DeMerritt, shop superintendant of S.F. Muni's cable car barns checked the old cars and found them still usable. Knott's has offered the cars to the City free, and since Muni has its own machine shops to make repairs and parts, it was recommended that the cars be brought back to San Francisco.

BALTIMORE Streetcar Museum reopened for public operation on July 13, 1980, more than ten months after it was inundated by flood waters from Tropical Storm David on September 6, 1979. Muddy flood waters four feet high damaged motors on all of the cars and ruined exhibits and stock. First cars to run after the flood were 264, 1164 and 554.

BSM now operates Sundays all year from 1:00 to 5:00 p.m., Saturdays from Memorial Day to Labor Day from 11:00 to 3:00 p.m. and Thursday nights 7:00 to 9:00 p.m. It can be contacted at P.O. Box 7184, Baltimore, MD 21218. The museum now has a supply of tokens from Scranton (Pa) Railway Co. and Scranton Transit Co. that it is using for children's half fares. These are also sold to vecturists (collectors).

ONTARIO Electric Railway Historical Association is building a new gift shop that will also have a shower room, toilets and meeting room for workers on the Halton County Radial line at Rockwood, near Toronto. The new public building was given priority over a shop building and construction of loops at each end of the mile-long line since it will attract bus tour operators to the line. With patronage at the museum slightly declining, it was felt an increase in revenue could best be obtained by attracting charter and tour-bus riders.

CALIFORNIA Railway Museum's Spring Railway Festival on May 3-4, 1980, must have set some record with almost 5,000 people attending. Gate receipts were $10,400, while bookstore receipts were $6,000, bringing a weekend total of about $16,000! The success was due primarily to advance planning including newspaper and magazine plugs and radio and television announcements.

Please send traction news directly to Steve Maguire, P.O. Box 51, Belmar, NJ 07719

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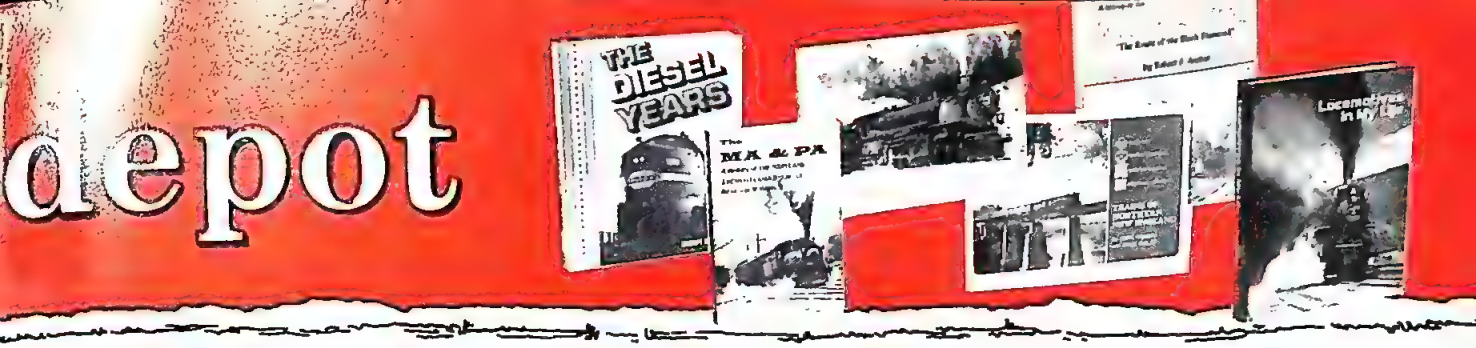

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WELCOME BACK! 765

WELCOME BACK! 765 PART ONE

Scene one, shows 765 on June 11, 1958 three days before her last run on the Nickel Plate Road. Two scenes of test running at New Haven, Ind. on Sept. 9, 1979 follow, then three scenes of the ferry move to Peoria, Ill. In freight service on the TP&W we show he leaving East Peoria up Washington Hill with her first freight in 22 years, and follow along as she works the local across Illinois. The last scene highballing westbound out of Watseka, Ill. is sure reminiscent of 1958.

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WELCOME BACK! 765 PART TWO

This film covers 765's fan trip operations. The first five scenes are of the May 10th trip from Peoria, Ill. to Keokuck, Iowa, with 23 cars and two TP&W diesels. The next seven scenes of the Peoria to Effiner trip includes heading up Washington Hill, then we follow her east for some fast running across the Illinois flatlands.

The last two scenes of the Ft. Wayne to Argos, Ind. fan trip show 765 back on the Chicago division of the old NKP for the first time in 22 years.

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BY JIM BOYD

Steam: 1830 to 1980

I hope you'll excuse this editor's apparent preoccupation with steam in this issue, but it has been a rather mind-boggling couple of months since the last issue went out. First, I took a day out of the final production deadline for that last issue to run down to Baltimore and watch the re-enactment of Peter Cooper's triumphant run with the "Tom Thumb" from Baltimore to Ellicott City—with a live steam replica built in 1927! The scene was much more interesting and entertaining than most steam fans would expect, and that "Thumb" is a very animated little machine out on the road with whirling gears and flailing rods. And watching the modern-day motorcade go screaming off down country roads as though they were after the Royal Hudson—instead of a 14-m.p.h. replica of America's first steam locomotive—was an experience to be savored.

Then came the two weeks of watching the 614 being reborn from a cold and cluttered hulk into a vision of 1948 storming up 17-Mile and Sand Patch. That alone would have left me dazzled at any other time, but even as the 614 was steaming only a hundred yards away in downtown Cumberland, I was listening to Ross Rowland describing the blueprint details of the ACE 3000, a very real proposal for the steam locomotive of tomorrow. I was dealing with steam's beginning, its end, and its rebirth all within one magazine production period! Yes, I still like diesels and I can still groove on *Falcons* and SD45s, but this month there's a little too much steam in the air to see all that right now.

Getting used to the Greenbrier

I've been a fan of the modern C&O "look" ever since I was introduced to it in books and magazines as a teenager. That low-headlight and massive cast pilot was an alien visage to one brought up on Illinois Central Mikes, but I had always thought of C&O power as the absolute embodiment of what "modern" meant. If steam would have developed a couple more decades, I had the feeling that a lot of it would end up looking a lot like the C&O—massive, compact and clean.

But I never saw that C&O "look" in action until the 614 rolled out. The restoration of the J-3a was extremely authentic, and the only thing I can even slightly nit-pick on that front end is that the headlight visor comes to a slight point instead of being "flat" across the front. But, as I say, that's really nit-picking and a detail visible only from a couple of close-in angles. The photos from the '40s and '50s confirm that the 614 is running essentially unaltered except for the extended tender top and the removal (by the railroad in late 1956) of that delightfully spaghetti-laden Hancock TA-1 turbo injector feedwater heater from the left side.

One's first impression, though, of the 614 is that she looks wrong; there's something missing from that big bald front. But there's nothing missing, and that front *is* right. We talk about steam locomotives "educating" people about what an earlier era of railroading was all about—but we unconsciously ascribe that "educating" process to someone else, like the great unwashed public. This locomotive is a real education for *me*. From her unfamiliar images and angles I am learning what that C&O look is *really* all about. It's an exciting, unsettling and totally enthralling process.

She never looked better to me than accelerating through the Keyser yard at night, heading back to Cumberland after the 17-Mile Grade trip. Dropping the diesel dynamic brake helpers at the far end of the yard, the 614 came working eastward, her huge plume of smoke initially invisible in the darkness suddenly brilliantly outlined as she passed a yard light tower. That low head-

ARTWORK: JIM BOYD

JIM BOYD

GREENBRIER 610 at Covington, Va., was the subject of this painting done by fledgling artist Jim Boyd in 1963. Who would have dreamed that 17 years later it would be nearly duplicated by a photo of another J-3a, 614, at Confluence, Pa?

light actuated by the lighted and silhouetted lumber boards and an exhaust echoing off rows of hopper cars was right out of Hinton 1952. School was never like this.

Ironically, when I was going to school in Milwaukee in the early 1960s, railfan Russ Porter was giving me some informal lessons in oil painting, and one of the first subjects I chose was a small one-column photo from an old issue of *Trains* of C&O J-3a 610 eastbound at Covington, Virginia. That modern C&O front in the smoke-straight-up departure pose was a classic. The last look I got at the 614 on the "Cumberland weekend" was as she departed Confluence, Pa., in a scene strongly reminiscent of that painting. Back in 1963 I thought the painting was capturing the past; I would never have dreamed it was predicting the future.

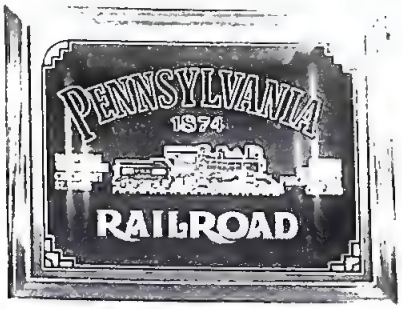
C&O Historical Society

The entire article on "The last Greenbrier" would have been impossible without the cooperation on extremely short notice of Tom Dixon and his resources within the Chesapeake & Ohio Historical Society, Inc. A telephone call to Tom produced the fine action shots of the 614 in regular service along with the doubleheader of the 600 and a 4-8-2. He also suggested that I use for reference the article he'd prepared for the February 1979 issue of the *C&O Historical Newsletter*. Since Tom had done such a thorough job, I used his article as a basis for "The last Greenbrier" and, with his consent, included his name on the byline.

It is this kind of cooperation that makes the various railroad historical societies so valuable. The C&O 614 is suddenly big news, and the C&OHS already had its story documented and the photography accumulated—and was willing to make it available on a moment's notice to share with the railfan public.

The C&OHS comprises as fine and dedicated group of railfans and modelers as you'll find in the hobby, and their monthly photo-illustrated *Newsletter* ranks right up there with the best. If you'd care to join and support this organization, the membership dues are $11.00 per year ($25.00 for sustaining membership). Their address is: John W. Jones, membership officer; 372 Walnut Avenue; Waynesboro, VA 22980.

They also have out a 1981 C&O calendar featuring b&w action shots of various C&O power including the 614 on the *Sportsman* in 1950 and the 2-8-4 2716 (now in the Southern's shop in Birmingham) at Russell in 1945, along with quite a number of other



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REPRINTED FROM OCTOBER 1949 RAILROAD MAGAZINE

Not in the Wheel Report

By JOSEPH EASLEY

"Gosh, Paw! There ought to be 'nuff chewin' tibacco for the both of us!"

excellent steam and diesel subjects. The calendar is $3.25 from Hubbard Richardson, P.O. Box 112, Springfield, VT 05156.

Schaumburg's Montreal holiday

The last of the jumble of pencils and notes was jammed into the top drawer of the desk and the typewriter was turned off. It was time to disappear from the office for a couple of weeks to renew the spirit, seek adventure over the horizon and chase a few trains in a far-off place. This year it was to be Quebec, where one buys "le gaz" by the liter and drives 100km per hour on the Autoroutes. I had two major railroad objectives for the first part of the trip: to visit the Canadian Railway Museum at St. Constant (just outside of Montreal on the south shore of the St. Lawrence) and to renew my acquaintance with the CN's electric line out of Montreal. Scott Hartley's article (November '80 RAILFAN & RAILROAD) reminded me of the fun that I'd had along that line several years ago, so it was off to the shadow of Mount Royal. As I was leaving, Jim was finishing up the last pieces of the November issue, and I noticed

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SCHAUMBURG

1924 ENGLISH ELECTRIC BOXCABS were awaiting the 8:00 a.m. departure of train 946 at Deux Montagnes, Quebec, when Associate Editor Bill Schaumburg visited there in August 1980 to "field test" Scott Hartley's article from the November 1980 issue while on his family vacation.

that the paste-up of the Montreal story was on top of the stack. Deciding to field test the article, I made a copy.

Scott suggests obtaining a good map of the area before you really dig into your railfanning. The Quebec tourist centers have a map called "Access to the City of Montreal." It will do a good job of guiding you around the center of the city, since it has every street and most railroad lines on it. However, it only goes as far north as Mount Royal—this is just one station stop beyond the end of the tunnel. Using Scott's directions and the metropolitan Montreal inset on the provincial roadmap, I found that I could get around quite handily. There is a large map near the ticket counters in Central Station; as the article says, Autoroute 13 is the only way to cross from Idle-Jesus to Ile Montreal, and it *is* a long way east of the railroad. I made notes from this map to help me penetrate the streets that lead to the outlying stations.

There are five rush hour trains from Montreal in the afternoon, and they run with m.u. or locomotive-hauled consists. If you are around Mount Royal between 4:45 and 6:30, you can catch the five outbound trains, the two scheduled into the city, plus one inbound deadhead move around 6:00. Be alert for this last one—it appears suddenly and roars through the stations with its horn blaring. I spent the first afternoon in town along this part of the line.

The next day I relocated my home base near Deux Montagnes to get a good look at the outer end of the line. There is a cluster of activity starting at 6:40 a.m. and lasting until 9:40. Since no trains are stored at Deux Montagnes, departures from the station are fed by scheduled arrivals from Montreal (starting with train 935, which rolls in at 5:33 a.m.) and by deadhead moves. Equipment for trains 942 and 946 (7:34 and 8:00 a.m. departures) are brought in empty, passing the scheduled trips out of Deux Montagnes at a passing siding just east of the Laval Links stop. Locomotive-hauled trains run around their coaches at Deux Montagnes, sit for a few minutes during loading, and then move out. Deadheaded consists leave the passing siding as soon as the main is clear and cross the short plate-girder bridge into the station. It takes about 15 minutes to drive between the Deux Montagnes station and Lavel-sur-le-Lac; there is a bridge at St. Eustache, and a turn at the first stop light east of the bridge on Route 148 will take you to the tracks on the island. The train makes the trip in two minutes. By probing along the local roads, you can cover the photo sites to Ste. Dorothée. Just remember that once on the island, you will have to drive a bit to get back to the city itself, so plan your attack carefully—BILL SCHAUMBURG.

Bayous

Bob Karsten's constant references to "bayous" in his Gator Line article got me curious enough to pencil the dictionary-based definition into his manuscript. Both he and Herman Wilson of the A&LM agreed with the definition. Encountering Jim Trousdale at the recent NRHS convention—and knowing Jim grew up in Monroe, La.—I asked how he defined a bayou. He described a bayou as a body of water connecting two other bodies of water—such as a lake with a river—and characterized by a slow and sluggish current.

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BUYING RAILROAD ITEMS private collector wants all railroad items including china, silver, lanterns, locks, keys, timetables. Collector, 4389 Chestnut Ridge, Apt. 2, Amherst, NY 14150. TF

WANTED, ANYTHING ABOUT CUBAN RAILROADS. Alberto J. Montero, Box 858, Glendale, CA 91209. 381

STOCK CERTIFICATES AND BONDS - any quantity! Also old timetables and passes. Write: Ken Prag, Box 531RFW, Burlingame, CA 94010. 581

C&NW RR HISTORY, memorabilia, documents, wanted! Alden Miler, 3212-34th Ave. So., Minneapolis, MN 55406. 182

WANT BACK ISSUE magazines and other Railroadiana. Complete collections bought. Arlix, Box 5063L, Philadelphia, PA 19111. 1181

AMERICA'S LEADING BUYER has over $100,000.00 to spend on fine railroad & express artifacts this year. Why waste time or sell cheap? Want any quantity most dining car china, silver, switch keys, brass locks, tall globe lanterns, brass lanterns, steam builder's plates, cap badges, wax sealers, porcelain signs, Western Union, RR Police, rare Telegraphy, select pocket watches, etc. State markings, defects & prices (postpaid). Scott Arden, 20457 Highway 126, Noti, OR 97461. 503/935-1619. 581

WANTED PLEASE for article — Pictures before 1960, C&NW Belle Plaine, Iowa, east and west end towers, freight station, salt creek water treatment plant, rip track, south yard. Keyser, 7409 Craigshire Ave., Dallas, TX 75231. 181

POSTAL TELEGRAPH porcelain depot sign. Ames Williams, 6034 Fort Hunt Rd., Alexandria, VA 22307. 181

BELFAST & MOOSEHEAD LAKE RR photos and information wanted for use in a book on the line. Contact: Ed Lewis, Box 733, Morrisville, VT 05661. 181

WILL BUY DUPLICATE steam locomotive negatives or prints from the Smith collection auctioned in mid 1959. Allen, 728 South Locust St., Centralia, IL 62801. 181

CHICAGO AURORA & ELGIN RR wanted. Anything hardware or paper. Steve Hyett, 1440 Royal St. George, Naperville, IL 60540. 981

WANTED TO BUY NYS&W photos and/or negatives. 1935–1950. Serious historian. Top reasonable prices paid. Zuidema, 7956 22nd., Jenison, MI 49428. 181

ANYTHING PENNSY IN PITTSBURGH AREA, photos, slides, hardware. Immediate cash paid. Or, trade for new brass. Debberthine, 16703 Groverdale, Covina, CA 91722. 181

WANT—Pacific Northwest traction (OR, WN, ID, BC, AL) and bus material photos, tts, tkts, tokens, badges, etc. Also interested in fare registering, issuing, and collecting devices used by transit systems. G.L. Hodgkinson, PO Box 602, Cannon Beach, OR 97110. 181

MOVIES OF THE NYS&W, L&NE, L&HR and WB&E. 8mm, super 8mm, 16mm. Will buy or request permission to duplicate professionally. Must be pre-1963. Harold H. Carstens, P.O. Box 700, Newton, NJ 07860. TF

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He pointed out that the thing that makes a bayou different is that it is capable of reversing its flow, depending on the conditions of the water bodies at either end. He said, for instance, that if our hypothetical lake should get low, then the bayou could flow from the river to the lake, or if the river got low, it would flow from the lake to the river.

Coming next . . .

By now I suppose you've all noticed that this issue doesn't contain the article on the UP Centennials that was listed in the "next issue" blurb on page 66 of the November

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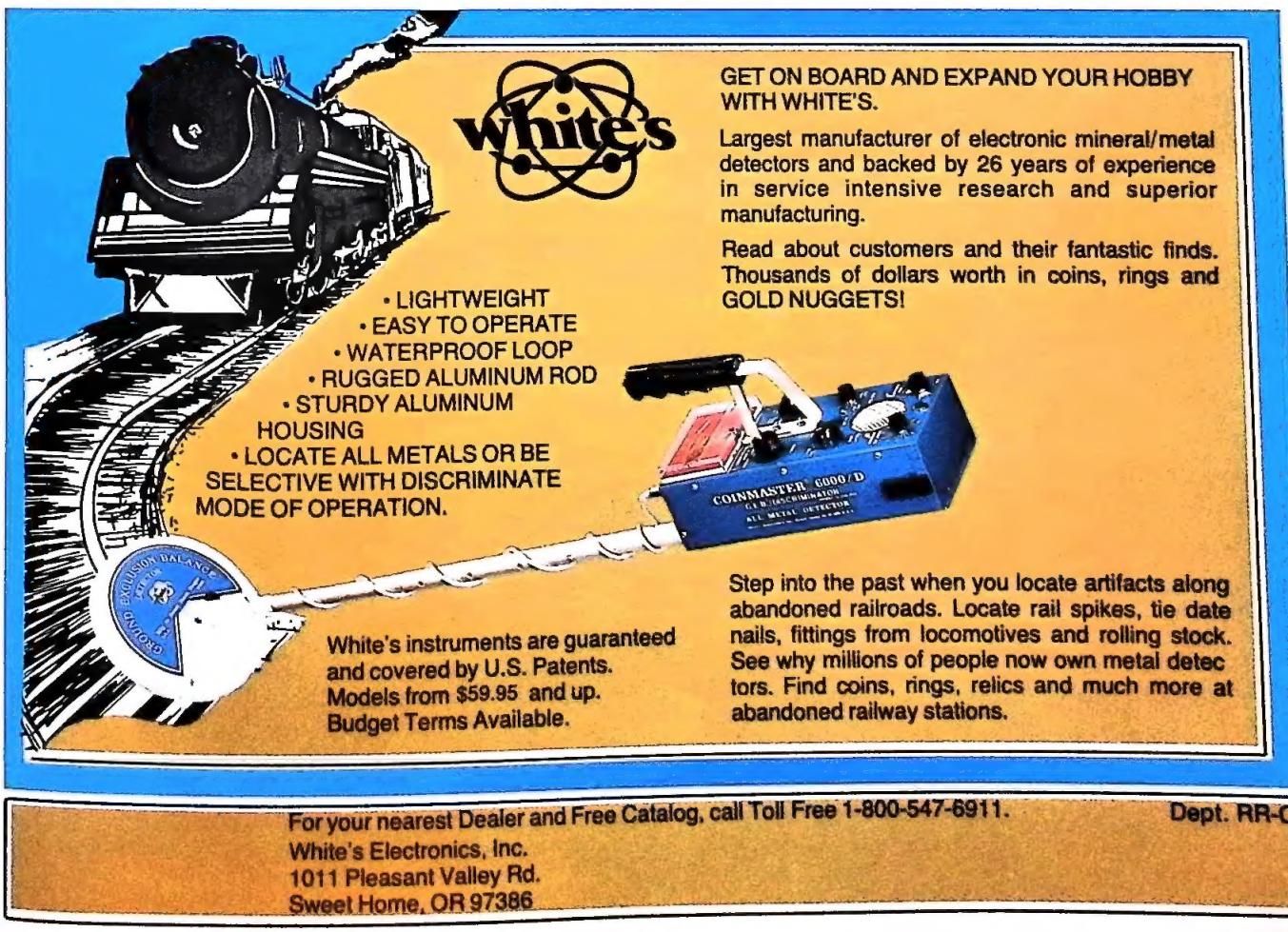
1980 issue after the foul-up that resulted in the accidental reprinting of the July issue's "next" in the September issue "next", the credibility of that particular item is probably pretty well shot by now. (The mistake, incidentally, occurred when a late shipment to the printer and a mis-routing by the air carrier resulted in the magazine being printed before we received the "brown line" proofs. We had the proper copy on our paste-up, but the printer made an easy and understandable error in "picking up" the previous month's listing with the artwork border.)

As I have stated before, one big advantage of the bimonthly production schedule is that I don't have to have the next issue completely planned before the previous issue goes out. Thus, coming up with the proper "next issue" listing is sometimes a problem. Back in August I was unwilling to commit in print to coverage of a locomotive, the 614, that was still in many pieces on the Hagerstown roundhouse floor, so I projected the 614 coverage for the March '81 issue. Well, everything came together in spectacular fashion in time for this issue, and Ross suddenly "went public" with the ACE 3000 story, so I decided to run with the 614/ACE 3000 cover and features in this issue while the news was hot (besides, I saw Dave Morgan frantically jotting down notes aboard the train on 17-Mile Grade). I have a beautiful cover to go with the Centennials article which we'll run in its entirety in the next issue, I promise.

Jim

KODACHROME: BOB LENARDSON

THE PAINT SCHEME on Ludington & Northern's SW8 No. 16 is a classic from the EMD LaGrange styling section. Bought new in 1951, the unit wears a standard color combination identical to that of the Louisiana & North West SW8s of 1950 (RAILFAN, April '78) with a slightly different combination of standard EMD detailing elements. Once you learn to recognize the "standard" EMD styling traits, you'll be amazed at how many famous and lesser-known schemes originated at LaGrange. No. 16 is passing Great Lakes Castings.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